Division of Land / Environmental Review

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

FINAL ENVIRONMENTAL IMPACT REPORT
Volume 8
Appendix FEIR-1

NBC Universal Evolution Plan

ENV-2007-0254-EIR
STATE CLEARINGHOUSE NO. 2007071036
Council District 4

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES 1 THROUGH 27) WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.

Project Address: 100 Universal City Plaza, Universal City, CA 91608

Project Description: Universal City Studios LLLP, L.P., 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, as proposed, would involve a net increase of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Under the proposed Project, portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

APPLICANT:
Universal City Studios LLLP, L.P.

PREPARED BY:
Environmental Review Section
Los Angeles City Planning Department

July 2012

Appendix FEIR-1

Draft EIR Comment Letters

Letter No. 1

CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

RECEIVED
NOV 05 2010
BY:

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7810

November 4, 2010

Michael LoGrande
Director of Planning
Los Angeles Planning Department
Room 525, City Hall

Re: NBC Universal Evolution Plan
100 Universal City Plaza
Universal City, CA 91608

Dear Mr. LoGrande:

It is my understanding that the Draft Environmental Impact Report (DEIR) for the NBC Universal Evolution Plan report will be released today.

A large community in the 4th District may be impacted by this proposed project. A "Working Group/Communities United for Smart Growth" has already formed with members of Neighborhood Councils and Homeowner Associations. Because of the tremendous public interest in this project, I am requesting that the review period for the Draft EIR be extended from the required 45 days to a minimum of 90 days.

The distribution of this report is very important. I want to make sure the report is widely available and the public has ample time to review it.

Thank you for your consideration.

Sincerely,

TOM LABONGE
Councilmember, 4th District

Letter No. 2

CITY COUNCIL OF THE CITY OF LOS ANGELES

TOM LABONGE
COUNCILMEMBER 4TH DISTRICT

ROOM 480, CITY HALL
LOS ANGELES, CA 90012
(213) 485-3337
FAX (213) 624-7810

December 15, 2010

Mr. Michael LoGrande, Director
Department of City Planning
200 N. Spring Street, Room 525
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan Draft Environment Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. LoGrande:

On Monday, December 13, 2010, the County of Los Angeles and the City of Los Angeles held a combined public comment meeting on the Draft EIR.

The meeting was well attended with over 400 people. Approximately 100 people testified. It was very clear to me that most people felt that the 90-day comment period was not sufficient time for review of the Draft EIR, inasmuch, as the Draft EIR came out during the Holiday season.

Reviewing this document is a massive undertaking and it is vital that the communities that will be impacted have the full opportunity to comprehend and comment on this issue. I request that an additional 30-day comment period be given to this review.

Sincerely,

TOM LABONGE
Councilmember, 4th District
City of Los Angeles

cc: Hon. Zev Yaroslavsky, Supervisor, 3rd District
Jon Foreman, Senior City Planner
Richard Bruckner, Director of Regional Planning

Letter No. 3

RECEIVED
FEB 07 2011
BY: Malazan

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: JAY SLATER - CHAIRMAN
Organization (if any): LOS ANGELES BICYCLE ADVISORY COMMITTE
Address: 2111 S. BEVERLY GLEN APT 2
City, State, Zip: L. A. CA. 90025
Phone (optional): 310-474-3038

Comments PLEASE SEE LETTER ATTACHED.

VIA E-MAIL: jon.foreman@lacity.org
VIA FAX: 213.978.6566

February 3, 2011

Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: Case No. ENV-2007-0254-EIR: NBC Universal Evolution Plan
Comments on Draft Environmental Impact Report

Dear Mr. Foreman:

The City of Los Angeles Bicycle Advisory Committee (LABAC) submits the following comments regarding the Draft Environmental Impact Report (DIER) for the proposed NBC Universal Evolution project. With respect to the needs of bicyclists, the DEIR is deficient in the following respects:

1. The project must include a continuous Class I bicycle path along the LA River from Cahuenga/Lankersheim to Barham/Forest Lawn, and the DEIR must fully analyze the impacts of including (or not including) this path.
2. The proposed North-South Road and bikeway are not an adequate substitute for current bicycle access along Barham Boulevard, and the DEIR must fully analyze the impacts for bicyclists of the proposed reconfiguration of Barham.
3. The proposal ignores the fact that streets at or near the project, including Barham Boulevard, Cahuenga Boulevard, Lankersheim Boulevard and Ventura Boulevard, are part of the Backbone Bikeway Network in the soon-to-be-adopted Bicycle Plan, and the DEIR must fully analyze the project's potential impacts on implementation of the new Bicycle Plan and evaluate whether the Bicycle Plan's proposed improvements for these streets should be implemented as part of this project.

First, the project must include a continuous Class I bicycle path adjacent to the Los Angeles River through the entire project from Lankersheim/Cahuenga to Barham. As currently configured, the project would require bicyclists to leave a protected Class I bike path and travel on along surface streets at and around the Universal City Red Line station and entrances to Universal Studios' Citywalk, theme park and studio tour. As opposed to a level riverside bike path, the proposed route involved considerable elevation changes. A continuous bike path along the LA River is an important aspect of the long-term Los Angeles River revitalization plan, and eventually will provide critical bicycle access between Downtown Los Angeles and the San Fernando Valley that avoids the grade changes and vehicular conflicts of the Cahuenga Pass. This is important to promote bicycle commuting. In addition, Class I bicycle paths provide safe

recreational spaces for less-skilled bicyclists, including children. The proposed configuration would result in an LA River bike path that is unsafe as a recreational facility for children and other less skilled bicyclists. The Draft EIR fails to adequately discuss or consider the adverse impacts of a non-continuous LA River Class I bike path, or evaluate the costs and benefits of a continuous LA River Class I bike path.

Second, the Draft EIR proposes a reconfiguration of Barham Boulevard that would negatively impact bicyclists, and this impact is neither discussed nor evaluated in the Draft EIR. Barham Boulevard currently provides bicycle access between Hollywood and the rest of the LA Basin to Burbank, Griffith Park and other destinations. It is an important route for utilitarian/commuter and recreational bicyclists. In addition, the Bicycle Plan recently approved by the Los Angeles City Planning Commission (and soon to be adopted by the Los Angeles City Council) designates the 1.1 miles of Barham Boulevard between Forest Lawn and Cahuenga for future Class II bike lanes. Currently, bicyclists travelling south on the wide curb lanes on Barham toward Hollywood have a direct route; they cross the Hollywood Freeway on Barham and turn left on Cahuenga.

The proposed reconfiguration of Barham would reduce the width of the curb lane, making the street more dangerous for bicyclists. The proposed "North-South Street" is not an adequate alternative. Because the project does not propose a bridge across the Hollywood Freeway, bicyclists would be forced to travel south to the Universal Studios Boulevard bridge, cross the freeway and then travel uphill on Cahuenga Boulevard. This route is both much longer—approximately 1.6 miles instead of 1.1 miles—and requires bicyclists to negotiate far greater total hill climbs than the existing Barham route. The Draft EIR provides no information about the topography of the project's proposed circuitous routing for bicyclists, or comparisons of travel time for bicyclists. The Draft EIR fails to include or analyze any alternatives that preserve or enhance direct travel for bicyclists along Barham Boulevard.

Third, while the proposed NBC Universal Evolution project includes provisions for internal bicycle circulation, the Draft EIR does not acknowledge the fact that the streets surrounding the project are part of a citywide bicycle network. The traffic study considers vehicular circulation throughout the region surrounding the project, but completely ignores bicycle circulation. Specifically, the Los Angeles Bicycle Plan recently approved by the Los Angeles City Planning Commission (and soon to be adopted by the Los Angeles City Council) designates Barham Boulevard, Cahuenga Boulevard, Lankersheim Boulevard, and Ventura Boulevard in the immediate vicinity of the project as part of the "Backbone Bikeway Network."

Just as the Draft EIR contains extensive discussions about vehicular traffic impacts and potential roadway improvements for motorized vehicles through the Cahuenga Pass, the environmental review must analyze and propose bicycle improvements through the Cahuenga Pass. Similarly, the Draft EIR fails to consider impacts on bicyclists using the Universal City Red Line station to access any part of the region other than the immediate project. The Draft EIR fails to discuss how increased vehicular traffic will impact bicyclists on "backbone" streets like Cahuenga, Lankersheim and Ventura Boulevard, or propose any mitigations for these impacts. In short,

the NBC Universal project is located at a critical junction point in the Los Angeles bicycle network, and the Draft EIR fails to recognize this fact or analyze the impacts.

The Los Angeles Bicycle Advisory Committee expects that the Department of City Planning will require the final EIR to thoroughly address all of these issues.

Very truly yours,

Jay Slater
Chair, Los Angeles Bicycle Advisory Committee

Letter No. 4

Jon Foreman <jon.foreman@lacity.org>

Comments on the NBC Universal Evolution Plan Draft Environmental Impact Report, Case No. ENV-2007-0254-EIR and State Clearinghouse Number: 2007071036

Carol Armstrong <carol.armstrong@lacity.org> **Thu, Feb 3, 2011 at 5:03 PM**
To: Jon.Foreman@lacity.org
Cc: Renee.Weitzer@lacity.org, Carolyn Ramsay <Carolyn.Ramsay@lacity.org>, Mary Rodriguez <mary.d.rodriguez@lacity.org>, Gary.Lee.Moore@lacity.org, Deborah.Weintraub@lacity.org, Lawrence Hsu <Lawrence.Hsu@lacity.org>

Jon Foreman
Senior City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
Transmitted via E-mail to: Jon.Foreman@lacity.org

Dear Mr. Foreman:

I am writing to share my comments on the *NBC Universal Evolution Plan Draft Environmental Impact Report*, Case No. ENV-2007-0254-EIR and State Clearinghouse Number: 2007071036.

The *NBC Universal Evolution Plan* (Project) offers considerable promise through its proposed economic development benefits to the City of Los Angeles, including the creation of much-needed jobs; however, these must be balanced with the region's long-term quality-of-life goals. As a major institution in the cultural life of Los Angeles, NBC Universal has a chance to implement the Project in a way that will not only benefit the future residents, workers, and visitors to the Universal City area, but also the millions of people who live throughout the South Coastal region, by providing a meaningful connection to the planned 102-mile Los Angeles River (River) Greenway. The River Greenway is as much about connecting historically-divided communities through expanded opportunities for safe, multi-modal public access as it is about improving the natural environment.

The Los Angeles City Council adopted the long-range Los Angeles River Revitalization Master Plan (Plan) in 2007 and it proposes the creation of the continuous River Greenway trail system, including bike paths, for the first 32 miles of the River that flow within the City (which supports Los Angeles County's vision for a greenway along the entire 51 miles of the River as outlined in its 1996 River Plan). The Universal Studios stretch of the River is so critical that a future, revitalized vision of it is featured on the cover of the City's Plan and its Project No. 109 (Plan, p. 10-28)—on the Universal Studios bank of the River—is identified as the "Cahuenga to Headworks River Greenway." The City's updated (2010) Bicycle Plan, part of the Transportation Element of its General Plan, also includes a bike path along this part of the River.

 AK

Additionally, as noted in the City's General Plan Land Use Element Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, the River is a central feature:

- Chapter 4 identifies actions which are recommended to be promoted by "private sector entities" among others, to "Coordinate with City departments, neighborhood [sic] cities and County, State and Federal agencies to utilize existing *public lands such as flood control channels*, utility easements and Department of Water and Power properties to provide for such recreational uses as hiking, biking and horseback riding, where possible." (p. IV-1, *italics added*)
- Regarding commercial land uses, "Where appropriate direct commercial storefront development toward the Los Angeles River by developing design standards that compliment [sic] the uniqueness of the river." (p. I-4)
- Objective 2-5: To promote development of commercial properties adjacent to the Los Angeles River.
- Policy 2-5.1: Require that future development of properties located along the Los Angeles River be designed with river access features. (p. III-9)
- Policy 4-1.2: Increase accessibility to The Los Angeles River. (p. III-12) ...assure that properties adjacent to the river develop an integrated design element to promote the use of the river as a recreational asset. (p. III-12)
- Policy 14-1.1: Assure that local bicycle routes are identified and linked with routes of neighboring areas of the City...The Community Plan endorses full implementation of the City's Bicycle Plan, which designates bikeways for the following; *Los Angeles River*, Tujunga Wash, Laurel Canyon, Woodman, Valley Vista Boulevard, Mulholland Drive, Riverside Drive, and Sepulveda Boulevard. (p. III-23, *italics added*)

On pp. 511-512, the DEIR claims consistency with the Community Plan's open space goals, as follows:

> The proposed Project would not be inconsistent with this policy as it would include a system of parks, including the publicly accessible Trailhead Park along the Los Angeles River Flood Control Channel frontage in the northeast corner of the Project Site that would serve on-site residents and the residents of the Community Plan area. This area would also provide access to the Los Angeles River Flood Control Channel. Public facilities would include picnic facilities, benches, trailheads, and trails.

Although the DEIR claims that these Project elements, including the proposed "Open Space District No. 3" (map on p. 453; description on p. 455), which includes the new "Trailhead Park," are adequate for compliance with the County's River Master Plan (p. 497) and City's River Revitalization Plan (pp. 523-24), this is not sufficient compensation for removing a nearly 2-mile stretch of the River Greenway from public access and it would serve on-site stakeholders who would be dependent upon a new tram/shuttle service (p. 497) at the expense of others from outside the area, who could otherwise pass through via the River Greenway.

Moreover, the proposals are contingent upon significant prior approvals, including the following:

- City General Plan Amendments: to, among other requests, "remove the Open Space designation from the slivers of the Project Site along the northern edge adjacent to the Los Angeles River Flood Control Channel." (DEIR, p. 438; also see land ownership map on p. 541)
- A New Universal City Specific Plan: which states that uses, such as surface parking, would be allowed anywhere and that, "New buildings...would be located at least 12 feet from the channel wall of the Los Angeles River Flood Control Channel." (DEIR, p. 458) Overall, the new City Specific Plan would "represent a more intense use of the land than under the existing Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan designation and the proposed land uses would NOT be consistent with existing designations." (DEIR, p. 504, emphasis added)
- A New County Specific Plan: "the requested approvals would place these areas in the County's jurisdiction and City zoning would no longer apply. Impacts would therefore be less than significant." (p. 526-527)
- Annexation and Rezoning: Certification of the Draft and Final EIR and approval of the proposed Specific Plans may occur prior to the Local Agency Formation Commission's decision making regarding the approval of the

proposed annexation and detachment requests. If the proposed annexation and detachment actions do not occur, the 76 acres of unincorporated County land proposed for annexation to the City of Los Angeles would remain in unincorporated County and the 32 acres proposed for detachment from the City of Los Angeles to unincorporated Los Angeles County would remain in the City of Los Angeles. (DEIR, p. 533; see also p. 526)

Regarding compliance with the County's 1996 River Plan, "The land adjacent to the Los Angeles River Flood Control Channel and east of the City and County jurisdictional boundary near Lakeside Plaza Drive is owned by the Applicant. The land adjacent to the Los Angeles River Flood Control Channel west of that City and County jurisdictional boundary is owned by the County. The approximate width of this County land ranges from 20 to 24 feet. The Applicant would cooperate with the County, City and other agencies as necessary, to accommodate the future use of a portion of the County land (River Road) for public use as contemplated by the County River Master Plan and to continue use of a portion of River Road for studio access." (DEIR, p. 496)

Given the above approval conditions and claims, the Project proponent is assuming a consistency with adopted plans that is contingent upon various public agencies' future approval of their proposed land use changes and, simultaneously, abdicating to some of those same agencies its own obligation to comply with prevailing land use policies—e.g., to allow/facilitate/build the River Greenway along Universal Studios.

Furthermore, whereas the Project proponent is committing to "implementing a Transportation Demand Management program to the satisfaction of the Los Angeles Department of Transportation, which will help reduce traffic impacts of the Project by encouraging Project employees and patrons to reduce vehicular traffic on the street and freeway system during the most congested time periods of the day...including, but not limited to...[creating a] bicycle and pedestrian-friendly environment (i.e., established and clear pedestrian networks, intersections, and built environments) and bicycle amenities" (p. 513) and claims consistency with the General Plan's Transportation Element (p. 518), the River bike path is not included.

Finally, the DEIR states that no mitigation is necessary for cumulative impacts (p. 590); however, as proposed, the Project's DEIR would not allow public access to the River right-of-way (currently in public ownership) and would, instead, direct members of the public, such as cyclists and pedestrians, up a steep hillside and away from the River; and this, considered in combination with the proposed impacts of the Metro Universal Project (Planning Case No. ENV-2007-933-EIR, State Clearinghouse Number 2007061078) for which the City submitted similar comments to your office in November 2008, would result in substantial cumulative impacts regarding public access.

From the perspective of the City, the Project—as proposed in the DEIR—does not go far enough in addressing the potential circulation hazards that would result from diverting cyclists, pedestrians, and other members of the public up the hill and into the Universal City area unnecessarily—when they could more easily and safely avoid potential vehicular conflicts and terrain changes by following the River path. Although Open Space District 3 and Trailhead Park are meant to serve as compliance with prevailing River Plans; they lack any meaningful function in the absence of public access to the River along the entire Universal Studio stretch. Fundamentally, this is not consistent with the City's long-term goals of fostering greater public awareness of and access to the River. Thus, given that the Project's DEIR fails to include the River Greenway along the Universal Studios

bank of the River as part of its proposed amenities, the proposed Project may be considered "inconsistent with the City or County General Plan or other adopted environmental goals contained in other applicable plans." (DEIR, p. 438) and, counter to its assertion on p. 523, the project's land use impacts would *not* be less than significant; and, therefore, mitigation is very likely warranted.

Segments of the River Greenway have already been implemented upstream in Studio City and downstream in the Glendale Narrows; to not allow and facilitate the River Greenway along Universal Studios would create a huge gap in public circulation—particularly in an area that already features congested roadways and that, through the Project, will generate considerably more vehicular congestion.

Incorporating projects of the City's 2007 River Revitalization Plan in the design and/or mitigation planning for the Project (e.g., the Cahuenga to Headworks River Greenway (Project 109); the Lankershim Boulevard Arterial Green Street (Project 106); Lankershim Boulevard River Bridge (Project 107); Lankershim Boulevard and Cahuenga Boulevard Enhanced Intersection (Project 108); and Weddington Park to Riverside Drive River Greenway (Project 105)) would be substantially more appropriate than the Project as proposed. These projects would:

- Provide safe, non-motorized access to and from the area for visitors to Universal City, Campo de Cahuenga, Weddington Park, and the Metro Station, resulting in avoidance of pedestrian/auto conflicts;
- Provide incentives for walking and cycling instead of driving, resulting in concomitant air quality and public health improvements;
- Encourage the use of public transit and non-motorized links to it; and
- Open up the area to workers from other communities who may not have access to cars.

Riverfront property is not limitless; therefore, it is critical that the City encourage proper use and celebration of it whenever possible. The Project's proponents now have an opportunity to design and build a greenway along the River that is consistent with the City and County Plans—one which would allow and facilitate multi-modal public access to Universal City, the existing Universal City Metro Red Line Station, and beyond. I encourage the Project proponents to consider the value of having NBC Universal take the lead in demonstrating how the private sector can be an unparalleled partner in making Los Angeles River revitalization a model for cities worldwide.

Please coordinate the implementation of any project design and/or mitigation elements with us in the City's Los Angeles River Project Office. Thank you very much for your consideration of my comments.

Sincerely,

Carol S. Armstrong, Ph.D. | Los Angeles River Project Office
City of Los Angeles | Department of Public Works | Bureau of Engineering
1149 S. Broadway, Suite 600 | Los Angeles, CA 90015 | (213) 485-5762
Carol.Armstrong@lacity.org | www.lariver.org

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Letter No. 5

File: SC.CE.

DATE: January 5, 2011

RECEIVED
JAN 13 2011
BY: Malagon

TO: Jon Foreman, Senior City Planner
Department of City Planning

FROM: Ali Poosti, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

SUBJECT: **NBC Universal City Evolution Plan – Draft EIR**

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

The proposed project site is generally bounded by the Los Angeles River Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Blvd. and residences to the east, and Lankershim Blvd and Metro's Red Line Universal City station to the west. The project site has been broken into four (4) areas: Studio Area, Business Area, Entertainment Area, and the Mixed Use Residential Area as shown in Figure 14.

WASTEWATER REQUIREMENT

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

The project is located within both County of Los Angeles and City of Los Angeles boundaries. Based on the information provided by the developer, the County currently provides no wastewater services for the project site and has no wastewater infrastructure servicing this location. Therefore, all wastewater collection and treatment for this project will be provided by the City.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Studio Area			
Studio	80 GPD/1000 SQ.FT	185,442 SQ.FT	14,836
Office	130 GPD/1000 SQ.FT	127,514 SQ.FT	16,577
Entertainment Use	180 GPD/1000 SQ.FT	25,000 SQ.FT	4,500
		Total	**35,913**
Entertainment			

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Area			
Retail	80 GPD/1000 SQ.FT	42,268 SQ.FT	3,382
Entertainment Use	180 GPD/1000 SQ.FT	162,895 SQ.FT	29,322
Studio	80 GPD/1000 SQ.FT	119,037 SQ.FT	9,523
Office	130 GPD/1000 SQ.FT	15,000 SQ.FT	1,950
Hotel	130 GPD/ROOM	500 ROOMS	65,000
		Total	**109,177**
Business Area			
Studio	80 GPD/1000 SQ.FT	800,212 SQ.FT	104,028
Office	130 GPD/1000 SQ.FT	304,806 SQ.FT	436
		Total	**104,464**
Residential Area			
Neighborhood Retail	80 GPD/1000 SQ.FT	115,000 SQ.FT	9,200
Community Serving Use	80 GPD/1000 SQ.FT	65,000 SQ.FT	5,200
Residential (3BR)	200 GPD/DU	2,937 DU	587,400
		Total	**601,800**
		Total Proposed Project Flow	**851,354**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 18-inch line Lankershim Blvd and an existing 72-inch La Cienega San Fernando Valley Relief Sewer (LCSFVRS) on Sierra Bonita Ave R/W. The existing 18-inch line feeds into a 24-inch line on Lankershim Blvd R/W, then connects into the existing 72-inch LCSFVRS before discharging into a 42-inch line on San Fernando Rd. The current flow level (d/D) in the 8-inch line cannot be determined at this time as gauging is needed for these lines.

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

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
18	Lankershim Blvd	21	4.34 MGD
24	Lankershim Blvd R/W	39	10.13 MGD
72	Sierra Bonita Ave R/W	*	76.24 MGD
42	San Fernando Blvd	47	38.18 MGD

* No gauging available

To accommodate the wastewater flows generated from this project, the developer has proposed to construct an off-site 16-inch sewer line along the Los Angeles River Flood Control Channel, which ultimately feeds into the LCSFVRS on Sierra Bonita Ave R/W.

Based on the estimated flows and the construction of a new 16-inch sewer line, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

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

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit.

SUSMP AND STORM WATER INFILTRATION

The proposed project is subjected to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. The proposed project is required to incorporate measures to mitigate the impact of stormwater runoff as outlined in the guidance manuals titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". In addition the "*SUSMP Infiltration Requirements and Guidelines*" prioritizes the use of infiltration and bio-filtration systems as the preferred methods to comply with SUSMP requirements. These documents can be found at: www.lastormwater.org/Siteorg/businesses/susmp/susmpintro.htm. It is advised that input regarding SUSMP requirements be received in the early phases of the project from SUSMP review staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. If the proposed project includes public right-of-way improvements and presents an opportunity to include Green Street elements as part of the project. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways. For more information regarding implementation of Green Street elements, please call Wing Tam at (213) 485-3985.

WET WEATHER EROSION CONTROL

A Wet Weather Erosion Control Plan is required for construction during the rainy season (between October 1 and April 15 per Los Angeles Building Code, Sec. 7002). For more information, please see attached Wet Weather Erosion Control Guidelines.

STORM WATER POLLUTION PREVENTION PLAN

A Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbance activities over one acre. The SWPPP must be maintained on-site during the duration of construction.

WPD staff is available at your request to provide guidance on stormwater issues. Should you have any questions, please contact Kosta Kaporis at (213) 485-0586.

SOLID RESOURCE REQUIREMENTS

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

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

Attachments:
Figure 14 – Proposed Development Areas
Wet Weather Erosion Control

cc: Kosta Kaporis, BOS
Daniel Hackney, BOS
Rowena Lau, BOS

Letter No. 6

GREATER GRIFFITH PARK NEIGHBORHOOD COUNCIL
"Your Neighborhood. Your Voice. Your Council"

PO Box 27003
Los Angeles, CA 90027-0003
www.ggpnc.org

PRESIDENT
Ron Ostrow
VICE PRESIDENTS
Tor Hyams - Administration
Luisa Nubaravacharyan - Outreach
TREASURER
Christina Khanjian
SECRETARY
Jessica Komberg

CERTIFIED COUNCIL #36

PO Box 27003
Los Angeles, CA 90027-0003
(213) 973-9768
www.ggpnc.org
GGPNC@ggpnc.org

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CITY OF LOS ANGELES
JAN 27 2011
ENVIRONMENTAL UNIT

January 25, 2011

Environmental Review Unit
City Of Los Angeles Planning department
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Attn.: Hadar Plafkin

Re: NBC Universal draft EIR – PUBLIC COMMENT

Dear Mr. Plafkin,

The Greater Griffith Park Neighborhood Council (GGPNC) has reviewed the Draft EIR of the NBC Universal Expansion project and has serious concern about its scope and findings.

NBC/Universal undertook significant outreach in the communities covered by the GGPNC, including direct mail campaigns soliciting the support of local area residents. This was undoubtedly done in recognition of the direct impact to area residents and Griffitb Park itself. However, the Draft EIR fails to include sufficient study and analysis of this impact.

While the traffic study conducted for the Draft EIR extends nearly ten miles west to Sepulveda Blvd, it inexplicably extends only 1.5 miles along Forest Lawn Drive. This effectively ignores the potential negative impact on the very residents and areas your outreach previously identified as important to the success of the project.

As a result of the failure to conduct the proper level of due diligence, and by excluding Griffith Park and the greater Los Feliz community from the study, the Draft EIR ignores the potential adverse impact of the project to residents and important historical and cultural monuments within our area.

In order to perform a truly comprehensive impact study, the Draft EIR must include Route 134, the Interstate 5 interchange, Interstate 5 access at Zoo Drive and the entire Los Feliz community including Griffith Park.

The GGPNC believes that increased car trips through the park due to added congestion on all neighboring freeways will have an accumulated impact in multiple areas including but not limited to:

- Safety and tranquility of park users, runners, bikers, equestrians, hikers, picnickers.
- Sustainability of existing wildlife corridors
- Traffic congestions bleeding into the Los Feliz community
- Overall quality of life

While the GGPNC recognizes study to list historically significant locatio as performed prior to Griffith Park receiving Historic Cultural Monument status, the park was designated a landmark in January 2009 and any final report must include this designation and the potential impact on this historic resource.

The GGPNC requests that the Draft EIR be amended before its moves to the final EIR stage to include a thorough study and consideration of the impacts of increased traffic and population density to the area east of the NBC Universal Expansion Plan.

The favor of a prompt reply is requested.

Sincerely,

Ron Ostrow
President, GGPNC

By John F. John, Jr., Chair GGPNC Transportation Committee

cc: Councilmember Tom LaBonge
Michael LoGrande, Director Of Planning
Jessica Kornberg, Secretary, GGPNC
GGPNC Governing Board

J. Foster

Letter No. 7

GREATER GRIFFITH PARK NEIGHBORHOOD COUNCIL
"Your Neighborhood. Your Voice. Your Council"

PO Box 27003
Los Angeles, CA 90027-0003

CERTIFIED COUNCIL #36

November 19, 2010

RECEIVED
CITY OF LOS ANGELES
NOV 22 2010
CITY PLANNING DEPT
EXECUTIVE OFFICE
ROOM 525

Councilman Tom LaBonge
Los Angeles City Hall
200 North Spring Street, Room 480
Los Angeles, CA 90012

Michael LoGrande, Director of Planning
Department of Planning
Los Angles City Hall
200 North Spring Street, Room 525
Los Angeles, CA 90012

Dear Councilman LaBonge and Director LoGrande,

The NBC Universal Evolution Project draft environmental impact report consists of over thirty nine thousand pages and contemplates extensive changes that, if implemented, will irrevocably affect the future of Los Angeles. The current time schedule does not allow for adequate review by community members considering the scope of the project and other concurrent events.

The Greater Griffith Park Neighborhood Council hereby respectfully requests that the public comment period be extended by at least three months.

Thank you for your consideration.

Sincerely,

Ron Ostrow, President
Greater Griffith Park Neighborhood Council

cc: Jessica Kornberg, Secretary
GGPNC Governing Board

Letter No. 8

Jon Foreman <jon.foreman@lacity.org>

Opponents of Universal Expansion Make Their Voices Heard at Public Meeting from North Hollywood-Toluca Lake Patch

1 message

Greater Toluca Lake Neighborhood Council <gtlnc@yahoo.com> **Wed, Dec 15, 2010 at 6:00 PM**
To: gtlnc@yahoo.com

Area residents raise a variety of concerns over the Draft Environmental Impact Report on NBC Universal's expansion plan. Here are some of their comments.

The city and county of Los Angeles held a public meeting Monday at the Universal City Hilton for members of the public to respond to the Draft Environmental Impact Report findings about theNBC Universal Evolution plan. The plan for expansion and renovation of the Universal Studios space has been a source of controversy for traffic, environmental and other reasons.

On Dec. 11 and Dec. 12, Patch published interviews with representatives of NBC Universal and the expert who wrote the traffic section of the DEIR. This story will focus on speakers at the meeting who were opposed to the expansion.

Legal Issues

Before addressing the practical issues that construction and new development would cause for the area, some citizens believe it should be a legal matter.

"I believe that this project affects the entire city and it should appear on the ballot next March. All of the state voters will have a chance in the ways that they do to express their will. Heaven help the councilperson that opposes the will of the people regarding this project." —*George Andros (A 40-year North Cahuenga Boulevard resident and a former member of the L.A. Planning Commission, South Valley)*

"I respectfully submit that the DEIR is legally inadequate and a revised DEIR must be prepared and circulated. It's also procedurally deficient. This DEIR proposes an automobile-oriented development with significant and in some cases severe impacts. In the DEIR, even when it recognizes the significance of the impacts is quick to declare the impacts 'unavoidable,' rather than make a good faith effort to fully evaluate feasible alternatives and mitigation measures or present a proposal that doesn't have such an impact on the environment. Public Resources Code 21002.1, 21003.1 says the purpose of the DEIR is to provide the public detailed information about a project before it is approved. We are looking at a DEIR at the initial state to give us detailed information. This is woefully lacking in detailed information." —*Alan Dymond (president of the Studio City Residents Association)*

NBC Universal Evolution Overlaps With MTA Expansion Plans

The NBC Universal Evolution plan covers some of the same area as a proposed expansion of the MTA station on Lankershim Boulevard.

"I would like to know which buildings in this DEIR are duplications of buildings that are included in the DEIR for the MTA site. If there is rooftop dining on top of a production building on this site, do you still need a production building on the MTA side with rooftop dining? Is the combination of noise from both dining areas considered? Should Universal not reconsider what it really needs and eliminate some of the building on the MTA side that is accounted for on this site? The MTA DEIR should be redone based on what is being built in

the evolution plan and based on what Universal really needs, not on the basis of getting the maximum entitlements, surrounding communities be damned." —*Francesca Corra (Studio City resident and a director of Communities United for Smart Growth)*

Major Streets Missing From the DEIR

"It's very perplexing to me that a major artery that connects the Westside to Universal directly, Wrightwood Drive, is not even in the study. It's the street that comes directly down the hill on one side to Vineland, on the other side to Lankershim Boulevard. It's not even there. We don't even exist." —*Brian Sullivan (Wrightwood Drive resident)*

Traffic Analysis Inaccurate

The traffic sections of the DEIR analyze present conditions at intersections and quantify the benefits of proposed improvements. However, some of the current data fell into question.

"It was almost as if it was written by people who have never driven the roads around here. They categorized the existing conditions at the intersections on Highland Avenue and Odin Street as level of service A, both morning and afternoon peak hours. Anybody who's ever driven through them knows they're level of service F due to the congestion that backs up from Highland and Franklin. Same thing on Cahuenga W at Oakcrest and Mulholland. They say they're A and/or B. They're both F because they're backed up from Barham and Cahuenga." —*Michael Meyer (president of the Outpost Homeowner's Association and board member of Communities United for Smart Growth)*

"Presently, it could take anywhere from 25 to 45 minutes to drive 1.1 mile and that is from Pass Avenue to Blair Drive during peak hours. So I wonder if this project is approved, how much longer would it take me to drive this 1.1 mile. This is something that you should check. You have to go out there during rush hour traffic to see how impacted we are. In the interest of better communication, I'm asking them to show us their criteria that the traffic consultants used to arrive at their trip calculations so that we can all have an opportunity to review it." —*Miriam Palacio (A 30-year resident of Blair Drive, board member of Hollywood Knolls Community Club and a member of Communities United for Smart Growth)*

Traffic Is Bigger Than Just Intersections

Referring to figure 73B on page 904: "It shows that our local street's traffic will not be affected. I challenge that finding as it makes no sense that there could be negative impacts on the north and south 101 and Cahuenga E and W but not on any of the feeder streets. It's literally impossible. I live in the Hollywood Knolls which already suffers from tremendous cut-through traffic at all times of day and especially when any special event is held at Universal or the Hollywood Bowl. How will that problem be solved by 36,000 additional daily vehicle trips?" —*Daniel Savage (Hollywood Knolls resident, president of Hollywood Knolls Community Club and a director of Communities United for Smart Growth)*

"They go on and project that there'll be impacts of the project on the Hollywood Freeway, Cahuenga west and east all down Highland and yet they say none of the traffic will seek an alternate route because there's no alternate parallel route. Obviously they don't understand how traffic works in the Cahuenga Pass because it doesn't need a parallel route. It uses all the winding streets that go through the hills and through all of our neighborhoods. They don't even show that Outpost Dr. connects to Franklin." —*Michael Meyer*

Some Traffic Improvements Are Not Feasible as Proposed

Universal proposes to improve 139 intersections. Some residents believe its ideas, like widening Lankershim Boulevard to add a lane, might not be physically possible.

"I can't imagine Lankershim widening. Everybody's talking about widening Lankershim. How are you going to widen it? It's not like there's any land between. How are you going to do it? Are you going to tear down buildings? I don't know how you can widen it. It's a narrow street. I don't see any way that this can actually

happen without creating a horrible, horrible blockage both on Lankershim."—*Louise Spigel (Aqua Vista Street resident)*

"Additionally there is concern over mitigation measure B7 regarding the proposed widening of Forest Lawn Dr. At this point, Forest Lawn drive goes through Griffith Park, historic cultural landmark no. 942. Any changes in Griffith Park or Campo de Cahuenga must be approved by the Cultural Heritage Commission. The developers should not be permitted to ease the traffic jam that they created by funneling traffic through Griffith Park. To do so is a violation of Col. Griffith's intent when he donated the parkland to the city to provide an escape valve for the masses from the hustle and bustle of urban life. The project must not disturb the geography of Griffith Park, its wildlife or the tranquility of its visitors. This project is too massive, creates too much congestion and is located in an inappropriate place. It is ill conceived." —*Marian Dodge (president of the Federation of Hillside and Canyon Associations)*

"What they are proposing is the closure of the Barham/Bennett off ramps. That would be a tragedy for anybody that lives in this neighborhood. They want to build a drop ramp southbound from their bridge onto the southbound Hollywood Freeway. Because of its closeness to the on and off ramps at Barham, otherwise known as Bennett, Caltrans is likely to close both of those ramps, which will be devastating not only to Cahuenga Pass, but for the people that come along Barham in the morning to go to work downtown and make a right turn onto Cahuenga and another right turn going southbound." —*Joan Luchs (Chairman of the Federation of Hillside and Canyon Associations and president of the Cahuenga Pass Neighborhood Association)*

Shuttle Service Has No Long-Term Accountability

Universal is planning to include a shuttle service that will take people to and from the new Universal City to areas around Studio City, North Hollywood and Toluca Lake. However, some at the meeting pointed out that the DEIR only outlines a commitment to the shuttle service for 20 years.

"What happens to the various shuttles and such after the stipulated 20-year period? Do they just disappear like magic? Does another entity take them over? What happens to them? I see no provisions for their continuals. How can this be a mitigation? What if state and federal highway funds are not available to enact proposed freeway improvements? What happens? Does the region just suffer the massive traffic load and Universal just get off Scot free?" —*Florence Blecher (A 30-year resident of Cahuenga Pass, president of the Cahuenga Pass Property Owners Association and a director of Communities United for Smart Growth)*

Budget for Traffic Improvements

NBC Universal proposes to pay for many public traffic improvements, but not all, according to the DEIR.

"Many of the mitigations that are called for are supposed to be funded publicly: city, county and state funded. Well, as we all know, our city and our state at least don't have any money. We're out of money and that may well be true for the county too. How are the tax payers supposed to pay for the widening of Lankershim Avenue so that Universal can have this massive new project? Are we going to fire more police officers? Are we going to close more libraries and parks?" —*Ronald Taylor (Studio City resident)*

"They go on to project future conditions adding in traffic improvements that have no funding, such as the widening of Highland and Franklin, the widening of Cahuenga and Barham, the widening of Odin at Cahuenga. These things have no funding. They should not be in the base of future conditions." —*Michael Meyer*

Lack of Mitigation Efforts

NBC Universal does offer to make traffic improvements and compensate for added tourism, shopping, business and residents. However, some feel the DEIR avoids making specific commitments:

"When I look at the DEIR I see there's a lot of analysis of the potential impacts but not a lot of description of

the actual mitigation efforts. In 'Noise,' one of the things that could be done ... would be to model, to use computer simulation modeling, to show how the impact of the sizes of the buildings against the generating noises of the theme park, what would be the consequence." —*Peter Hartz (president of the Toluca Lake Homeowner's Association)*

Should Locals Believe the Report?

Some speakers encouraged skepticism at the promises that are made in the DEIR.

"If you Google 'Universal Studios Fires' you'll find the reporting from back in the '90s. Executives at Universal convinced the community and your committee and the city officers that the water pressure problem had been solved after that tremendous fire. Just a couple of years ago, there was another fire. The first department could not put it out because there was no water pressure. The Universal executives have a credibility problem." —*Michael McCue (Studio City resident and a former Studio City Neighborhood Council member)*

"I've been sitting on this board for 5 and a half years. The one thing I've observed over the years, people come in and they say they're going to do something. Then I go to see the building after it's built. Lo and behold, not everyone has told the truth and people get away with things. That's on a very small scale. I just am deeply concerned that we give Mulholland Design Review Board the right to review the plans so that the people can come to our meeting in Van Nuys and have their say." —*Joan Krieger-Hoffman (Vice chair of the Mulholland Design Review Board and a partner in Fred Hoffman Architecture)*

"A good neighbor respects their neighbor across the fence. What I've seen in my short time here is Universal does what's good for them. Halloween [Horror] Night is a profit-generating program, makes millions of dollars for Universal and for years the residents of Hollywood Manor have been asking them to stop. It continues to this day 100 feet from our property, going on well past midnight. That's just one sample of the kind of respect Universal has for its neighbors. This plan again is disrespectful to its neighbors." —*Jason Goldklang (resident of Blair Drive)*

Check at http://northhollywood.patch.com/articles, for more information on the public hearing, including Los Angeles City Councilman Tom LaBonge's comments.

Letter No. 9

Jon Foreman <jon.foreman@lacity.org>

Universal DEIR comments

Mercado, Michael <Michael.Mercado@ladwp.com> **Fri, Feb 4, 2011 at 9:12 AM**
To: "JON.FOREMAN@LACITY.ORG" <JON.FOREMAN@lacity.org>
Cc: "Dailor, Thomas" <Thomas.Dailor@ladwp.com>, "Holloway, Chuck" <Charles.Holloway@ladwp.com>

Mr. Foreman:

Attached, please find our draft comment letter and attachments for the NBC Universal Draft EIR. A finalized and signed copy of the letter with all included attachments is forthcoming.

Sincerely,

Michael Mercado

Environmental Specialist

Los Angeles Department of Water and Power

Environmental Planning and Assessment Group

----------Confidentiality Notice----------
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2 attachments

Univ resp 02042011 0634 hrs .doc
51K

Metro Universal Project DEIR Comment Letter 9-29-08.doc
49K

February 4, 2011

Mr. Jon Foreman
Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

Re: Draft Environmental Impact Report Review – NBC Universal Evolution Plan Draft Environmental Impact Report, Case No. ENV-2007-0254-EIR

Thank you for including the Los Angeles Department of Water and Power (LADWP) in the environmental review process for the NBC Universal Plan (the Project).

After having reviewed the document, some of the Department's comments and input, with regard to the technical aspects of construction of the new Distribution Station that will service the Project, and the impacts of the Project's water and power needs on LADWP utilities have been incorporated into the Draft EIR.

However, it appears that LADWP's previous comment letter, sent on the 29th of September, 2008, did not make it into the document.

We are hereby resubmitting the original comment letter for inclusion into the document and, after having further reviewed the document, are including additional comments – coordinated with the Water Resources Group and the Power Systems Engineering Services divisions of LADWP.

We request that our comments for changes and inclusions be addressed in the Final EIR, and look forward to reviewing your environmental document for the Project. Please continue to include LADWP in your mailing list and address it to the undersigned in Room 1044. If there are any questions, please contact Mr. Michael Mercado of my staff at 213-367-0395.

Sincerely,

Charles C. Holloway
Manager, Environmental Assessment

MM:
Enclosures

c: Michael Mercado
bc: Evan Humphreys
Delon Kwan
Tom Dailor
Mark J. Sedlacek

Attachment 1:

LADWP comments to the Draft Environmental Impact Report – NBC Universal Evolution Plan, Case No. ENV-2007-0254-EIR

1. Section I.E.12.(b)(1)(ii), p. 216, and
   Section I.E.12.(b)(3), p. 218:

   - *Suggest changing to "Applicant" that would enter into an agreement with the DWP, not the Project*

2. Section I.E.12.(b)(4)(i), p. 219,
   Section I.E.15.(d)(1), pp. 253-254,
   Section IV.L.2.3.c(2)(a), pp. 1871-1872,
   Section IV.L.2.5.a, pp. 1881-1882,
   Section IV.O.3.d(2)(b), pp. 2127-2128, and
   Section IV.O.5, p. 2136-2137

   - *Match the water conservation measures identified by the Applicant in the Water Conservation Commitment Letter dated October 30, 2009 (Appendix E of the Water Supply Assessment, Water Supply Assessment is Appendix N-1-2 of the DEIR)*

3. Section I.E.12.(b)(4)(i), p. 220:

   - *Project Design Feature L.2-4 should state "...by acquiring for the Department of Water and Power water rights in the Central and/or West Coast Basins..."*

4. Section III.A.12.b, p. 369

   - *An acronym MWD may be assigned to Metropolitan Water District of Southern California, and be used throughout the DEIR.*

5. Section III.A.12.b, p. 369

   - *DWP operates the Los Angeles Aqueduct, not the Los Angeles Owens River Aqueduct.*

6. Section IV.A.1.3.c(2), p. 449

   - *The acronym "City" is already assigned to City of Los Angeles. Please assign a different acronym for Universal City.*

7. Section IV.G.2.2.b(1)(a), p. 1408, etc.

- *There are numerous statements made regarding the possibility of the project requiring temporary and/or permanent dewatering. There are also numerous statements made that "the majority of the Project Site is in the eastern Santa Monica Mountains which is not part of the Basin or considered to be non-water bearing". These statements imply that the Project Site does not contribute groundwater flows to the San Fernando Basin. The Los Angeles Department of Water and Power (LADWP) does not agree with these statements and strongly believes that any groundwater under the Project Site does indeed ultimately end up in the San Fernando Basin. As per the 1979 San Fernando Judgment, Los Angeles has a prior and paramount right to all of the surface waters of the Los Angeles River and native groundwater in the San Fernando Basin. As such, any dewatering that takes place on the Project Site must be metered, quantities reported to the Upper Los Angeles River Area Water Master and LADWP, and LADWP must be financially compensated for any consumptive use associated with the dewatering and subsequent discharge to the sanitary sewer or storm drain system.*

8. Section IV.L.2.1, p. 1853

- *Delete the word "Technical" in front of Appendix N-1-1.*

- *Paragraph 2 – "In case of water, there are two kinds of supply sources: natural resources and reclamation (or recycled water)." – This statement is true for City of LA. Either specify that the supply of sources are for the City of LA, or include desalination as a third possible source of supply if the statement is a general statement for any location.*

- *Paragraph 2 – "Recycled water is non-potable, and must be conveyed in a separate system from potable water to avoid the possibility of direct human consumption" – This statement is currently true for the City of LA. If the statement is a general statement for any location, include another possible use of recycled water, which is to send the advanced treated recycled water to spreading basins to percolate underground for later use.*

9. Section IV.L.2.2.b(1), p. 1855

- *LADWP has "one of the" rather than "the" major allocation or entitlement of the water imported by the Metropolitan Water District.*

10. Section IV.L.2.2.b(1)(c), p. 1859

- *Delete the extra "."*

11. Section IV.L.2.2.b(3), p. 1860

- *For the first sentence, use a period instead of a comma.*

12. Section IV.L.2.2.c, p. 1862

- *"According to the 2005 Urban Water Management Plan, approximately...28,500, not 28,000, acre-feet per year of recycled water is used for environmental enhancement and recreation in the Sepulveda Basin..." See pg 3-21 of 2005 UWMP.*

- *"...and approximately 34,000 acre-feet per year of recycled water is sold to the West Basin Municipal Water District, not to the Metropolitan Water District." See pg 3-21 of 2005 UWMP.*

13. Section IV.L.2.3.a, p. 1868

- *The future daily water demand flows for the Project were determined based on Sewage Generation Factors, provided by the City of Los Angeles Bureau of Sanitation, rather than based on water generation factors, provided by City of Los Angeles Bureau of Engineering.*

14. Section IV.L.2.3.d(2)(a), p. 1874

- *The forecasted domestic water consumption for the proposed Project is based on City of Los Angeles Bureau of Sanitation Sewage Generation Factors, rather than City of Los Angeles Bureau of Engineering average daily flow factors.*

15. Section IV L.4.6(g), p. 1961

The following passage would complement the issues being discussed in this section of the document, as it deals with environmental safety issues:

- *The facility would be designed with automatic circuit breakers and other safeguards to prevent eventful failures including an extremely low-probability accidental explosion. The approximately 12-16 foot high concrete walls surrounding the facility would resist an accident inside the station from affecting surrounding areas outside the station boundaries. This station*

does not involve the use of hazardous substances during its construction or operation. During operation, batteries would be used for backup power and would contain acid gel sealed within the battery enclosure. Transformers would contain mineral oil and circuit breakers would contain nontoxic sulfur hexafluoride (SF6) gas. The station will not contain PCB fluids and no hazardous wastes would be stored onsite. Additionally, DWP has Spill Prevention Control and Countermeasure plans to prevent and contain oil releases, and conducts internal audits of its facilities to insure compliance. Pedestrians and vehicle traffic would be kept a safe distance away from construction zones via markers, barriers, and sign postings.

16. Section IV.L.2.3.d(2)(a). p 1875, and
Section IV.O.3.d(2)(b), p. 2126

- *"It is anticipated that through these conservation features (Project Design Features on pages 218-220 of DEIR) the proposed Project would reduce potable water consumption by approximately 20 percent:" One of the Project Design Features is use of RW for irrigation. If the 20% reduction was estimated by just accounting for RW use, then the estimate is correct (246 AFY RW/1249.1 AFY total ~ 20% reduction). However page 1875 of DEIR goes on to reference Appendix Q Global Warming (prepared by CTG Energetics, Inc.) for additional information. Page 32 of Appendix Q states that the proposed indoor water conserving fixtures will reduce potable water consumption by approximately 20%. These two sections conflict in how the 20% reduction is being achieved, please clarify.*

17. Section IV.L.2.4, p. 1881

- *Suggest revision stating that the Applicant would enter into an agreement with the DWP, not the Project.*

18. Section IV.L.2.3.d(2)(a), p. 1877

- *Suggest revision stating that the Applicant would enter into an agreement with the DWP, not the Project.*

19. Section IV.L.2.5.b, p. 1883

- *Mitigation Measure L.2-1 should read: "Prior to issuance of subdivision map clearance by Los Angeles DWP, The Project*

Applicant or its successor shall pay the full cost to design and construct a pump station with a capacity able to meet the project's expected domestic and fire flow demands. The pump station is expected to be located within the southwest portion of the project site..."

20. Section IV L.4.6(i), p. 1962

Seismic activity, fault location, type, and activity appear to have been discussed as part of the Geotechnical Surveys and in the impacts to the construction and operation of the Distributing Station that will serve the local area, including the Project. The following statement should complement the statements with regard to reducing impact to the Station:

- *Additionally, distributing station equipment is designed to withstand severe seismic activity. If extreme seismic activity causes damage to station equipment, the station's concrete walls would resist an eventful failure affecting the surrounding area outside the station boundaries. Additionally, LADWP has emergency response plans to protect the public and the environment if such an event should occur.*

21. Appendix N-1-1

- *Water Technical Report: Applicable comments noted above also apply to this Water Technical Report.*

22. Please replace all references to DS-4 in the document, as the Station No. that the Project should correctly refer to is DS-98.

September 29, 2008

Jon Foreman,
City Planner
Los Angeles Department of City Planning
200 N. Spring Street Room 601
Los Angeles, CA 90012

Dear Mr. Foreman

Re: Metro Universal Project Notice of Completion and Availability of Draft Environmental Impact Report No. ENV-2007-933 EIR
State Clearinghouse No. 2007061078

This letter is in response to the August 25, 20008 Notice of Completion and Availability of Draft Environmental Impact Report (DEIR) for the Metro Universal Project.

The Los Angeles Department of Water and Power (DWP) provided electric service information regarding this project to Thomas Properties Group, Inc on July 11, 2007. (See attached letter.) Several of DWP's statements in that letter have not been correctly stated in the DEIR. To correct those erroneous statements, DWP requests several changes to the DEIR and DEIR Appendix regarding Electricity Supply.

Required Amendments:

1. Remove the following statement: found in DEIR, Section IV. Environmental Impact Analysis, J. Utilities, 4. Electricity Supply, Section 3. d.) (page IV.J-86) which incorrectly states:

   DWP has indicated that the Project's demand for electricity could be served via current supply capacities, and no improvements or additions to DWP's off-site distribution system would be needed.

   Replace the above removed statement with LADWP's previous and correct statement in the July 11, 2007 letter as follows:

   The cumulative effects of this project will require the DWP to construct additional distribution facilities in the future. The project will require on-site transformation facilities.

2. Remove the following incorrect statement found in DEIR Appendix IV.J-4, Section 5.2 – Metro Universal Project Technical Report, Utilities, Electricity which incorrectly states:

   LADWP can supply the Project with existing infrastructure; therefore, no improvements are required.

Replace the above removed statement with LADWP's previous and correct statement in the July 11, 2007 letter as follows:

> *The cumulative effects of this project will require the Department to construct additional distribution facilities in the future. The project will require on-site transformation facilities.*

3. Remove the following statement: also found in DEIR, Section IV. Environmental Impact Analysis, J. Utilities, 4. Electricity Supply, Section 3. d.) (page IV.J-86) which incorrectly states:

> *Also, each of the proposed buildings would have individual service from DWP and additional electrical conduits, wiring, and associated infrastructure would be installed. Individual customer pad-mount transformers and individual outdoor customer stations would be provided.*

Replace the above removed statement with:

> *This development will be supplied by one or more on-site padmount, indoor or outdoor transformer stations. The developer will be charged for the additional cost of a requested installation(s) that exceeds the cost of DWP's least-cost installation.*

<u>Additional Comments or Corrections</u>:

1. DEIR Table IV.J-13, (Page IV J-86) Estimated Electrical Demand of the Proposed Project, has the third column titled "Existing Connected Load". This load is not "Existing" so the title should be "*Proposed* Connected Load".

2. On page IV.J-87, 4. Cumulative Impacts, the first sentence states "Development of the Project in combination with the some of the ..." is unclear with the word "some" appearing to be intended as "sum."

3. Also, further on in this same paragraph 4 is the following sentence that should be removed:

> *Thus, it is possible that with implementation of some of the related projects and other development, the resulting demand for electricity supply could be the same or less than the existing system.*

This sentence is incorrect because while newer developments that replace older ones may be more efficient in their "per square foot" use of electricity, the higher density and additional floor space of new Los Angeles developments that replace old developments is almost always far greater than the efficiency savings and virtually always results in higher energy demands than existed with the older and

smaller developments. Because of this almost certain increase in energy demand that results from redevelopment to higher overall density, the above noted sentence is misleading and should be removed.

Closing Comments and points of Emphasis

DWP would like to emphasize that this project will require significant additional distribution facilities to be installed including additional supply circuit capacity from the supplying receiving station to this area. The timing of the addition of capacity is dependent on the system loads at the time this project is implemented which is why the DWP uses the phrase "cumulative effect of this and other projects..." The added load of the Universal/MTA project **will** result in the need for additional distribution facilities. DWP would also like to make sure the project developers understand the Project Applicant may be financially responsible for some of these improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed project.

As an additional clarification, DWP would supply the premises based on the least cost to LADWP (i.e., to minimize the number of padmount transformers and customer stations while supplying from a single secondary service voltage.) and as such would aim to supply most, if not all of the project from the 34.5kV system. This is not a determination, however, that this is in fact feasible and as the July 11, 2007 stated, "any additional facilities added to accommodate customer requirements would be charged to the customer."

As the project proceeds further, please contact one of our Engineering Offices, as listed on page 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

Please include LADWP in your mailing list and address it to the undersigned in Room 1044. We look forward to reviewing your environmental document for the proposed project. If there are any additional questions, please contact Ms. Nadia Dale of my staff at (213) 367-1745.

Sincerely,

Charles C. Holloway
Manager of Environmental Assessment

ND:
Enclosures

c: Nadia Dale

bc: Evan Humphreys
Mark Holland
Mark J. Sedlacek

Letter No. 10

Jon Foreman <jon.foreman@lacity.org>

NBCU Evol. Plan - Review of DEIR

1 message

Hwang, Jin <Jin.Hwang@ladwp.com> **Tue, Nov 23, 2010 at 8:57 AM**
To: "Jon.Foreman@lacity.org" <Jon.Foreman@lacity.org>
Cc: "Kwan, Delon" <Delon.Kwan@ladwp.com>, "MARIANA.SALAZAR@LACITY.ORG" <MARIANA.SALAZAR@lacity.org>

Good morning Jon,

Can you please let me know if the Planning Department sent a copy of the Draft EIR for the NBCU Evol. Plan to any Group or Division other than the Water Resources Division in LADWP for review?

Thank you.

Jin Hwang

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Development Group

213-367-4845

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NBCU DEIR Proof Copy Nov 4, 10 Request to review.pdf
55K

Letter No. 11

RECEIVED
JAN 19 2011
BY: Malazar

Alan Kishbaugh
P.O. Box 1543
North Hollywood, CA 91614

December 13, 2010

Re: NBC UNIVERSAL EVOLUTION PLAN project,
case number ENV-2007-0254-EIR

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Dear Mr. Foreman:

The above referenced NBC Universal Evolution Plan ("the Plan") contains within it a request/application to the City of Los Angeles to remove a portion of the property's southeastern corner from the Mulholland Scenic Parkway Specific Plan (MSPSP).

The Mulholland Scenic Parkway Specific Plan is the result of decades of citizen effort to protect and preserve the character and uniqueness of Mulholland Drive, its Valley and City views, and its natural topography and native growth. In 1992, the Los Angeles City Council enacted the MSPSP with the applicable purposes to assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources; to preserve and enhance land having exceptional recreational and/or educational value; to assure that land uses are compatible with the parkway environment; to minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains; to preserve the natural topographic variation within the Inner and Outer Corridors; to reduce the visual intrusion caused by excessive lighting; to preserve the existing ecological balance, and to protect environmentally sensitive areas; and topographic features therein.

The analysis provided in the Draft Environmental Impact Report (DEIR) as it relates to the Mulholland Scenic Parkway Specific Plan states (pages 524-526) that the proposed Project would not be inconsistent with Mulholland Scenic Parkway Specific Plan goals to design projects that would be compatible and would preserve and enhance the range of visual experiences within the parkway environment; would not be inconsistent with objectives to ensure that landscape plantings are compatible with the existing native vegetation, would soften and shield structures from view, camouflage retaining and other walls, and complement views; would not be inconsistent with Mulholland Scenic Parkway Specific Plan design guidelines to emphasize a variety of native and non-native plants in the landscape design, retaining those existing native plants whenever possible, recognizing that plant materials would be an important factor in hillside erosion control; would not be inconsistent with Mulholland Scenic Parkway Specific Plan objectives to ensure that all necessary utility-related structures, including above-ground facilities, would be designed to be as inconspicuous as possible; would incorporate design standards addressing height, lighting, landscape, setbacks, walkability, separation between structures, and exterior structural façades not inconsistent with the general objectives and purpose of the Mulholland Scenic Parkway Specific Plan design guidelines; would not be inconsistent with existing Mulholland Scenic Parkway Specific Plan policies to assure that land uses are compatible with the parkway environment, and therefore land use impacts with respect to the intention of the Mulholland Scenic Parkway Specific Plan to preserve the visual quality of natural open space would be less than significant.

The current request by NBC Universal to have a small corner of their property, at the extreme limits of their southeastern boundary, removed from the MSPSP, though proposed to be designated as open space (Open Space District No. 2), may result in construction and/or uses inconsistent with the intent and purpose of the MSPSP. Specifically, the construction of Public Service Facilities and Substation/Utility infrastructure, Cellular Facilities and Signage could require grading or provide lighting which would adversely impact the intent and purpose of the MSPSP.

Therefore, we, the Mulholland Scenic Parkway Specific Plan Design Review Board oppose any modification of the Mulholland Scenic Parkway Specific Plan finding that modifying the MSPSP boundaries to exclude that portion of the NBC Universal Specific Plan, which falls within the existing

MSPSP boundary, would result in a significant adverse impact to the Mulholland Scenic Parkway Specific Plan. We propose that if the Plan is implemented, adequate mitigation would include the establishment of a **4th** Open Space District, which would conform to the standards set forth in Open Space District No. 1, with the exception that no signage would be permitted in this 4th Open Space District. In the event that signage is permitted, such signage shall be limited to not more than one sign, measuring 20 feet wide by 10 feet tall, and no lighting shall be allowed.

Sincerely,

Alan Kishbaugh, Chair
By and for the Mulholland Scenic Parkway Specific Plan Design Review Board

cc: Hon. Antonio R. Villaraigosa, Mayor
Hon. Members of the Los Angeles City Council
Hon. Zev Yaroslavsky, Los Angeles County Supervisor, 3rd District

Letter No. 12

RESPONSE LETTER

STUDIO CITY
NEIGHBORHOOD COUNCIL

January 15, 2011

Jon Foreman
Department of City Planning
City of Los Angeles
200 N. Spring Street, Room 721
Los Angeles, CA 90012

RE: DEIR Case Number:
ENV-2007-0254-EIR

The following comments relate specifically to the NBC Universal Evolution Plan (the "Project") Draft Environmental Impact Report (the "DEIR") dated November, 2010. The DEIR **does not** adequately address the impacts on the community from the proposed Project. Based on a review and analysis of each of the proposed alternatives (with the exception of the "no Project" alternative) the Board of the Studio City Neighborhood Council **does not agree** that: (i) any of the other alternatives as proposed would meet the Project goal which is to "recognize and protect the neighboring off-site residential and commercial developments through implementation of specific zoning regulations that would govern the development of the Project Site." (ii) "These regulations, among other things, provide a level of certainty for the neighbors regarding the future use of the Project Site." or (iii) "appropriate improvements on-site and to the local regional street systems would be implemented to accommodate future traffic growth." [Volume I- Page 277]. In fact, the provisions of the proposed Universal City Specific Plan and the Universal Studios Specific Plan which are a fundamental part of the DEIR have been drafted in such a way as to effectively eliminate any requirement for the developer or its successors to comply with many of the provisions of: (i) the current zoning code, (ii) the 2002 City Sign Ordinance which was upheld by the courts in 2010, (iii) the provisions of the LA RIO Master Plan, (iv) the Ventura/Cahuenga Boulevard Corridor Specific Plan (the "VCBC Specific Plan"), and/or (v) the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (the "Community Plan"). Each of these documents represents the long range planning vision for this part of the City of Los Angeles and includes important protections for its stakeholders. These governing documents should not be overridden or ignored.

The Community Plan at 1-1.2 has the stated policy objective: "Protect existing single family residential neighborhoods from new, out-of-scale development." and at 1-1.3 "Protect existing stable single-family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses." The Community Plan map identifies land where only single-family residential development is permitted: it protects these areas from encroachment by designating where appropriate, transitional residential densities which serve as buffers and reflects plan amendments and corresponding zone changes which are directed at minimizing incompatible uses. This proposed Project site is at the east entry to the San Fernando Valley. The San Fernando Valley has long been

recognized as the epitome of suburban life. [Appendix A]. This area is in no way an "urban core" as stated in the DEIR on page 278 and the goals and objectives of the Community Plan are not the creation of an "urban community" which would include a Mid-rise/High-rise Town Center and two Mid-rise/High rise Residential Areas. [Appendix B] Such development would not be compatible with either: (i) the existing scale and character of the community or (ii) the stakeholders' vision for this neighborhood.

VCBC Specific Plan designates much of the area surrounding the Project Site as "regionally impacted as to traffic" [Appendix C]. The DEIR identifies traffic as a **significant and unavoidable** impact and acknowledges that even after the mitigations proposed **"significant and unavoidable** impacts would remain at" 9 intersections, 4 of which are in Studio City [Appendix D]. The analysis required by CalTrans of the impact of the Project to on-ramps and off-ramps and those freeway segments to which the Project would add the most traffic indicates that impacts would not be reduced to a less than **significant** level [Appendix E]. The Studio City Neighborhood Council requests that the Project be reduced in scale until it results in no **significant** adverse impacts and no **unavoidable** impacts after mitigations.

The DEIR improperly defines the Studio City Community as a hillside community buffered from the Project by the 101 Freeway and the existing commercial buildings. It further improperly defines its borders [Appendix F]. As a result, the DEIR concludes that there are no **significant** impacts to Studio City [Appendix G]. Studio City actually includes the Metro Redline Station, Campo de Cahuenga, South Weddington Park, the Island Neighborhood, Rio Vista Elementary School, the Ventura Boulevard area of the ACBC Specific Plan and the entire flatland area from the Hollywood Freeway to the east, the 101 Ventura Freeway to the north and Fulton to the West. Therefore, the Project would actually result in many **significant and unavoidable** impacts to Studio City including impacts on traffic, noise and air quality. One major traffic impact on Studio City is at the Project access point of Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive. Despite this, the DEIR falsely states that "the proposed Project would not substantially and adversely change the existing land use relationships between the Project site and the Studio City Area [Appendix H].

The DEIR acknowledges that **significant** impacts on the environment from the Project canot be reduced to a level of insignificance even after mitigation and they are therefore **unavoidable**. An **"Unavoidable"** impact is simply **not acceptable** in an area where there are already **significant** cumulative unmitigated impacts from developments that have been built over the past three years. The following comments are identified by the DEIR page number to which they relate. Each of these comments should be considered as a question of who, what, where, when or why as such would apply and we request a response to each of them.

This DEIR does not include the Metro Universal Project although it is mentioned on page 269 of Volume I. [Appendix I]. The DEIR for that proposed project should be cumulatively reviewed with the NBC Universal Evolution Project as the communities requested before this DEIR was prepared. The Studio City Neighborhood Council has previously submitted extensive comments with respect to the Metro Universal Project ENV-2007-933-EIR expressing our objection to the numerous **significant unavoidable** impacts that would result

from that project. Without reviewing the DEIRS for both projects simultaneously, the cumulative impact of these projects cannot be properly evaluated [Appendix J].

The remainder of this document is organized into three sections: (i) General Comments on the DEIR, (ii) Comments on the Universal City Specific Plan and (iii) Traffic Comments. The appendices, attachments and exhibits attached to this letter of comment contain documentation in support of the comments to which they relate.

The Studio City Neighborhood Council has also received questions and comments related to the Project from its stakeholders. The comments received are included as Appendix JJ to this letter.

The City of Los Angeles has concluded that of the 17 categories of environmental factors listed in the Initial Study Checklist 15 of them were determined to have potentially **significant** impacts. They further concluded that of the 87 specific items in the checklist, 67 of them were determined to have potentially **significant** impacts. Clearly this demonstrates that the project, as proposed would have a permanent **significant** adverse impact on our community.

Despite the volume of information in the DEIR, it **does not** adequately address many of the impacts of the proposed Project. We **do not agree** with the conclusion set forth that certain impacts cannot be mitigated and are **unavoidable** or that the **significant** effects on the environment have been analyzed adequately in the DEIR. CEQA guidelines require the selection of the environmentally superior alternative. We agree that the proposed Project should comply with CEQA guidelines. The Project should be reduced in scale and character until it results in no **significant** adverse impacts after mitigation.

Studio City has changed considerably since 2007. Yet most of the supporting tables and maps were prepared as of 2007. We request that these documents be updated. We request that the Final EIR address each concern listed herein and that the proposed Project not be allowed to proceed in its current form. We request that no changes to the current zone code designations or other regulations and ordinances that are protective of our community be permitted. The motion passed by the SCNC in support of the conclusions set forth in this document is included at Exhibit 21.

We appreciate your consideration of our position.

Sincerely yours,

John T. Walker, President
Studio City Neighborhood Council
Web: www.SCNC.info
Email: president@scnc.info
Council office: (818) 655-5400

STUDIO CITY NEIGHBOHOOD COUNCIL
GENERAL COMMENTS ON THE DEIR

DEIR Page No.	General Comment
Volume IV B1 page 658	The Project is expected to generate a net total of 36,451 daily trips on a typical weekday. The DEIR states that many of the traffic improvements are addressed and accommodated by the proposed Metro Universal Project which is estimated to produce an additional 15,000 car trips, resulting in a combined total of almost 50,000 additional trips. Sharing of mitigation measures is not feasible as the DEIR for the Metro Universal Project by itself acknowledges that project will result in **significant and unavoidable** impacts that cannot be mitigated. Therefore, credit for mitigation measures of one project cannot be deemed to benefit the other.
Volume IV B1 page 689-690	It is not acceptable to simply acknowledge that "if any of the traffic mitigation measures… are determined to be infeasible or necessary permits/approvals to implement mitigation measures cannot be obtained, then a **significant** impact (or impacts) may remain." Neither is it acceptable to determine that a mitigation measure is not feasible. **Significant and unavoidable** impacts are not acceptable. While the cumulative effect of all car trips must be considered, all traffic mitigations must be developed separately and be fully implemented before either project is allowed to begin construction.
Universal City Specific Plan Design Guidelines Page 4	These design guidelines address transitional heights only with respect to flatlands. They do not address the impact of transitional heights on the existing hillside communities. [Appendix K-1]. Objective 1-3.3 of the Community Plan to "preserve existing views in the hillside areas" has not been considered as required [Appendix K-2]. Construction of buildings 850 feet high or between 70 to 80 stories tall will obliterate the views from the hillside communities. The project must be reduced in mass until there is no obstruction of these protected views.

DEIR Page No.	General Comment
Table 2 Total Wastewater Flows Page 5	The table in the DEIR indicates that all pipes would be less than 50% full at the point of connection to the City sewer system.
Page 6	The Conclusion in the DEIR with respect to all existing and proposed private sanitary sewer pipes and areas evaluated in this study is that the pipes "do not need to be upsized as a result of the proposed project." It also states the "City's 72-inch diameter Valley Relief Sewer and Parallel 42-inch diameter sewers have the capacity to accommodate the additional wastewater flows from the County portion of the project site. We do not agree with this conclusion. The infrastructure in our City is not sufficient to handle existing volumes. Odors emanating from the sewer into local residences and businesses are prevalent. As a result, Studio City and North Hollywood are listed as "hot spots" in the City's Sewer Odor Control Master Plan dated October 2006. Physical characteristics in the area that contribute to this include insufficient slope, severe slope reductions, downstream diameter reductions, major junction structures and proximity to an inverted siphon [Appendix L]. One action taken to reduce odors was the construction of a scrubber at Radford/Woodbridge and construction of an additional scrubber is being considered. The long term approach for odor control by reducing the pressure in the area is the construction of the Glendale Burbank Interceptor Sewer (the "GBIS") [Appendix L]. Until construction of that interceptor sewer is completed and an analysis done to determine that it is effectively addressing the problem, no additional project construction should be permitted. We question the validity the study cited as the Count of Los Angeles Superior Court has decided that the City of Los Angeles did not properly identify and analyze all of the environmental impacts of the GBIS. The Court determined there was a lack of analysis in regards to settlement impacts, traffic impacts, traffic mitigation, construction noise and cumulative impacts. The first step of decertification of that EIR was taken by Los Angeles Public Works Board on December 12, 2007 [Appendix M].
Appendix I-1-1 Page 4	The description of the environmental setting is in error as it indicated that "The upper portion of the watershed is forest and open space." [Appendix N]. This statement does not take into account the devastation to the forest area caused by the Station Fire in 2009 [Appendix O]. FEMA officials have concluded that the Los Angeles region faces major flood risk. The Los Angeles river adjacent to the project site is part of the region's flood control system. Much of the system was designed more than 40 years ago. Since then, massive urban sprawl has sharply reduced the amount of unpaved ground available to absorb water, and runoff has increased about 25% [Appendix P].

DEIR Page No.	General Comment
Drainage Technical Report Volume IV.G.2 Page 1428	"Development of the Project would include some net conversion of existing pervious surfaces to impervious surfaces, which would have the potential to reduce ground water recharge. Additionally, "Development associated with the proposed Project would result in a net increase in impervious surface to approximately 70 percent of the Project Site." We do not agree that the "operation of the Project would not result in demonstrable and sustained reductions of groundwater recharge and capacity." However, of even greater concern is the fact that a 70 percent increase in impervious surface as a result of the construction of the Project would dramatically increase runoff and contribute to the risk of flooding. [Appendix Q]. This is of extreme concern to Studio City as the location of the Project Site places it within 2 miles of the low point in the San Fernando Valley at the confluence of the Tujunga Wash and the Los Angeles River [Appendix Q-1].
Volume IV.G.2 Page 1427	Below grade structures associated with the Project extend into the ground water table. Those structures may require permanent dewatering systems. The effect of this permanent dewatering on the existing residential community has not been adequately addressed in the DEIR and we are concerned that it may undermine the adjacent hillside residential area and put those homes at risk of geological damage.
Volume IV.F Page 1315	Many of the properties located on the Project Site that will be within the City of Los Angeles will be located on liquefaction. Construction of mid-rise and/or high rise buildings up to 80 stories tall on soil that is in a liquefaction zone per ZIMAS should not be permitted [Appendix R].
Volume IV.L.2 Page 1855	We are concerned about the additional demands for potable and recycled water that will be placed on the DWP if this project is constructed. The water demand for the proposed development is estimated to be 2,131.7 acre-feet per year of potable water, and 351.0 acre-feet of recycled water [Appendix S]. Despite the agreement by NBC Universal that it will provide annual replacement water supplies to the proposed Project, we do not believe that there will be sufficient water for the existing DWP customers, let alone enough to meet the demands that would be generated by this Project. DWP customers are already subject to water rationing [Appendix T] despite the fact that LADWP already has pumping rights in the Central and/or West Coast Basin. Allowing NBC Universal to provide replacement water supplies in the form of leased pumping rights in those same areas will not increase the amount of water available from that source. It will simply give the LADWP an additional source of revenue [Appendix S]. "According to the *Los Angeles Times*, the state's water reserves are nearly finished" [Appendix U-1 and U-2]. Water is not a renewable resource action to conserve what we currently have and avoid additional demands on the existing resource must be taken seriously. [Appendix U-3] Why is the requirement for replacement water different for the portion of the Project in the City (30 years) than it is for the portion of the Project that is located in the County (50 years)?

Page No.	General Comment
Volume IV.L.2 Page 1855	Why have water usage tables been left out of the DEIR? Please define "reclaimed water" as it is used within the DEIR. Is this really "toilet to tap" water?
Report by HR&A Advisors, Inc Page 1 Page 5	It is the LAUSD's objective to a "enable all students to attend schools in their home neighborhoods." None of the following schools: Valley View Elementary School, Bancroft Middle School or Hollywood High School, which have been designated in the DEIR for serving the children of the Project are even located in the San Fernando Valley [Appendix V]. Sending children to those schools will increase traffic and congestion on Barham Blvd., the 101 Freeway and in the Cahuenga Pass. Based on near-term LAUSD enrollment and capacity projection data, the Project's cumulative impact on school facilities would be considered **significant** and adverse. We do not agree that payment of a school facility mitigation fee by the developer is appropriate mitigation. As was required of the developers of the Playa Vista Project the developer should be required to dedicate land for the construction of schools to serve this community. [Appendix W-1] Please not that the August 2, 2007 letter from LAUSD used in the preparation of the DEIR shows the use of tracts and year-round schools [Appendix W]. As the LAUSD has discontinued the use of either of those schedules the adverse impacts of the Project on existing schools would be even greater.
Master Land Use Application	The Developer is requesting an amendment to the Mulholland Scenic Parkway Specific Plan as proposed in Attachment B to delete a portion of the project site from within the Mulholland Scenic Parkway Specific Plan [Appendix X]. We do not support this request as the proposed usage of that area based upon the proposed Universal City Specific Plan permitted uses which would include a establishment of a sign district is not compatible with the character of the surrounding area.
DEIR	We could find no recognition of the existence of the VCBC Specific Plan in the DEIR. However, the Project will significantly impact the VCBC Specific Plan area [Appendix Y-1]. We support the findings of the VCBC Specific Plan Review Board as expressed in their letter [Appendix Y-2] and we request specific compliance with all of the provisions of the VCBC Specific Plan.
Volume I. Introduction/Summary page 42	Throughout the DEIR the Island Neighborhood which is located in Studio City and is under the jurisdiction of the Studio City Neighborhood Council is incorrectly referred to as either the Island Community or the Island Residential Area [Appendix Z].
DEIR	It appears that throughout the DEIR whenever an intersection already has existing LOS of E or F, then the DEIR determines that there is no **significant** impact from the project on that intersection. Every one of these impacts should be listed in the **unavoidable** impacts section of the DEIR which is VI. Summary of **Significant and Unavoidable** impacts. Failure to include them significantly understates the **Significant and Unavoidable** Impacts of the Project.

Page No.	General Comment
Volume IV.B.1 Traffic Page 733	In numerous locations throughout the DEIR there is a reference to a street "Studio City Place." Table 17 on page 733 includes a reference to Studio City Place and Ventura Blvd. There is no reference to this street on ZIMAS [Appendix AA]. How can this intersection have been analyzed if it does not exist.
Volume IV.B.1 Page 619 and 665	The Project's residences are 391 acres away from the Redline Metro Station located on the west side of Lankershim Blvd in Studio City. The DEIR does not recognize that this station is located in Studio City. Further, we do not agree that the Project should receive traffic mitigation credits for proximity to this station. We do not support the sharing of any mitigation measures with the proposed Metro Universal Project [Appendix BB].
Volume 1. Introduction/Summary Page 1	We are not in favor of the proposed annexation and detachment. That proposal results in the removal of revenue generating commercially zoned property from the City of Los Angeles. It also results in the incorporation of significant additional residential property into the City which will result in a strain on the already overtaxed infrastructure and other City resources such as police and fire services [Appendix CC].
Volume IV.B.1 Page 747, 772, 779, 782,796 and 797	CEQA required agencies to compare the potentials **significant** impacts of proposed projects to an environmental baseline which CEQA provides shall "normally" consist of environmental conditions as they exist when environmental review is commenced. Throughout the DEIR we noted that the environmental impacts are evaluated after giving effect to future events. In particular this skews the results of the impacts with respect to traffic. We request that the DEIR be revised to conform to the ruling of the California Court of Appeal Sixth District [Appendix DD].
Volume IV.N.2 Housing Table 192 Page 2073 Volume VII **Significant** and Irreversible Environmental Changes Page 2441	Throughout the DEIR the applicant takes credit for compliance with the LEED rating system. We are concerned that the LEED certification does not make buildings save energy. The commitment of nonrenewable resources required for the type and level of proposed development would limit the availability of these resources for future generations for others uses. We do not agree with the conclusion that "the use of such resources would not be considered **significant**." The Project should be reduced in scale until it is deemed to have no adverse impact on the environment [Appendix EE].
Volume II Project Description Page 263 and 292	There are two major existing hotels within the Project Site and there are many smaller hotels and motels within one mile of the Project Site. We have contacted the major hotels and been advised that their average occupancy is between 69% and 75%. There is no specific information about the proposed 500 room hotel within the DEIR. We do not know the specific location of the proposed hotel. The developer should not be granted blanket approval for this hotel. Hearings should be held when specific information about the hotel is available.

Page No.	General Comment
Volume IV.E.3 Glare Page 1157	We are unable to locate the maps showing the impact of cumulative shadows from the Project that would result in Spring or Summer. The DEIR concludes that fewer shadows would actually than would be shown by the analysis [Appendix FF]. We believe that the analysis is incomplete without the maps referred to above. We have grave concern that the portion of the Los Angeles River adjacent to the Project Site is show on the maps in the DEIR as being continually in the shadows. That result is not compatible with the LA RIO Master Plan [Appendix GG].
Project Mailers	We are concerned that the Project mailers mislead the stakeholders by indicating that 43,000 jobs will be created. The vast majority of these jobs (31,000 jobs) will be temporary construction jobs projected to be generated over the 20 year life of the project Appendix HH]. The mailer indicates that 12,000 new full and part-time jobs will be generated. What types of jobs are those? It indicates that $26 million annually in new tax revenues will be generated. How much of that will actually trickle down to the City of Los Angeles? Almost all of the revenue generating commercial development will be in the County, while all the strain on infrastructure and governmental services will result from the residential development in the City. One of the mailers indicates that the developer will invest $100 million in transit solutions throughout the City that could unlock over $200 million in Federal and State Funds. Another mailer indicates that $100 million dollars will be invested to accelerate local and regional transit improvements. Please specifically delineate by traffic improve the location and amount of each such improvement that adds up to both the $100 million and $200 million. Please note that the Measure R Project Tracker for the City of Los Angeles shows that no Measure R funds are allocated for the south-east San Fernando Valley [Appendix II and II-1]. At a south-east valley neighborhood councils' town hall meeting held in February 2008, Doug Failing, then of CalTrans and now of Metro, stated that there no funds available for any CalTrans improvements in the south-east valley. One of the mailers indicates that a new north/south road will be built that will help alleviate traffic on Barham. The fact of the matter is that, all that road will do, is move traffic within the new proposed residential area. The residents of that area will still need to exit the development on Barham or travel though the Universal Studios property past the theme park and hotels to exit on Lankershim Blvd. at an intersection which is already a choke point.

Page No.	General Comment
Project Mailers	It should be noted that modernization of studio facilities, while important to the future of studio production, often results in a reduction in the number of studio jobs as technological advances reduce the number of people needed to operate equipment. The flyers indicate that 35 acres of open space, parks and trails will be created. However, analysis of the provisions of the proposed Specific Plans reveals that many of the sites designated as open space do not have to be open space at all.

STUDIO CITY NEIGHBOHOOD COUNCIL
COMMENTS ON PROPOSED UNIVERSAL CITY SPECIFIC PLAN
DEIR APPENDIX A-1

Page	Paragraph	Item	Comment
4	3	The proposed City and County Specific Plans provide a framework for the continued use and development of the Project Site. Specifically, the proposed Universal City Specific Plan would regulate the development of various studio production and commercial uses, as well as new residential dwelling units within the jurisdictional boundaries of the City. The proposed Universal Studios Specific Plan would regulate the enhancement of existing studio production facilities, entertainment facilities (Universal Studios Hollywood and Universal City Walk) and new entertainment venues, hotel and office uses.	Los Angeles City Specific Plans are adopted with input from the stakeholders of the effected community in an effort to establish regulations, standards, procedures, and guidelines which will preserve and enhance community aesthetics which are generally more restrictive in nature than the provisions of the Municipal Code. A specific plan is developed by the community. Therefore, by definition, the stakeholders of the community plan area have extensive involvement in developing each of the provisions of the specific plan. Such provisions are intended to set forth standards to be adhered to which are protective of the scale and character of the area. The process for development and adoption of specific plans includes outreach to the surrounding communities. The specific plans that have been included as part of the DEIR have been developed in a vacuum. The standard city process for development and implementation has not been followed.

Page	Paragraph	Item - Universal City Specific Plan	Comment
4	3	The proposed City and County Specific Plans continued.	The provisions of these specific plans have been drafted in such a way that they will actually prevent the residents that will inhabit the homes once they are built from having input into the planning process. The Universal City Specific Plan provides incorporates several zoning exceptions to the height requirements. We object to the circumventing of the planning process by including the proposed specific plans with their numerous changes to existing zoning through their inclusion in the DEIR.
6,7 & 8	Section 1.2	Adoption of the proposed Universal City Specific Plan would override 29 provisions of the Municipal Code.	These provisions will permit the proposed development to dramatically increase the density of the area. The proposed project requests mixed use development (residential and limited neighborhood commercial serving the residential development), including a range of residential types, small lot subdivision and air space lots (with accompanying design guidelines) as well as production related facilities and studio office uses in the western portion of the project site. This will also result in the removal of protected trees. (page 1 of Attachment B of the City Master Land Use Permit Application) (Exhibit 1)
5	Exhibit 1a	The proposed development anticipates the annexation of approximately 76 acres (primarily within the back lot area) from the unincorporated County into the City.	This will have the effect of placing all of the proposed residential development within the City. This proposed increase in density is not compatible with the current scale and character of the surrounding community. At a time when the City and County are in desperate need of jobs, we should not be approving the conversion of revenue generating commercial and industrial property into residential zones.

Page	Paragraph	Item - Universal City Specific Plan	Comment
		Current community plan and zoning designations for the 5 portions of the project site located within the City are: (1) the northeast area of the project site along Barham Blvd. is designated limited commercial and very low density residential, with corresponding zoning of C1 and RE20, respectively, and along the Los Angeles River Flood Control Chanel near Barham Blvd. is designated open space; (2) the northwest area of the project site located along Lankershim Blvd. is designated community commercial with corresponding C2 zoning; (3) the southeast area of the project site along Barham Blvd. and Buddy Holly Drive is designated very low and minimum density residential, with corresponding zoning of RE 20 and RE 40, respectively; (4) the southwestern area of the project site located along the Hollywood Freeway and adjacent to Hotel and office towers is designated regional center, as well as medium and minimum density residential, with a variety of zoning designations including C2, PB, P, RE15 and RE40; (5) a small portion of land along the north boundary in the middle of the project site adjacent to the Los Angeles River flood control channel, is designated open space, with R1 zoning. In addition the southeast corner of the project site is located in the outer corridor of the Mulholland Scenic Parkway Specific Plan.	Within the County of Los Angeles, the portion of the project site occupied by studio uses is designated major industrial within the county's general plan land use policy map, with the balance of the project site within the County designated as major commercial. Corresponding County zoning is M-1½. Accordingly, the back lot portion of the site which is proposed to be annexed to the City of Los Angeles is also currently within the County's major industrial land use designation and M-1½ zoning. (pages 1, 2 and 3 of Attachment B of the City Master Land Use Permit Application) (Exhibit 2) All of these revisions will serve to significantly increase density and convert revenue generating commercial and industrial property into residential uses. (Exhibit 3)

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9	Section 1.6	**RELATIONSHIP TO EXISTING USES:** The Universal City Specific Plan creates a regulatory framework for long-term development of the Specific Plan area. The Specific Plan also recognizes, however, that Existing Uses within the 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; entertainment uses including the Theme Park and Universal Studio Tour; and retail uses. Existing Uses shall be permitted to continue, subject to the applicable regulations of this Specific Plan, including any applicable provisions of Section 3.4 of this Specific Plan.	The Specific Plans proposed by this developer are different from those in effect in the surrounding communities. The developer developed these plans to govern their future development. The Universal City Specific Plan has a "master plan" for a future developer that purchases a site to build. It is possible that the sites will be acquired by different developers who then build the condos, apartments, etc. The plan included the open areas, etc. Those developers will be bound by this Specific Plan. Since this is the applicant's specific plan, the neighborhood has not had the opportunity, as they did in surrounding communities' specific plans, to have input in its development. The Existing Uses and the Existing Use Overlay will allow all existing use to continue until permits are issued. Modification of the existing use is permitted as long as the modification does not increase the floor area. Such modifications are exempt from the Substantial Compliance Analysis requirement. The provisions of this section are overly broad and should be defined in such a way that the developer is not given carte blanche with respect to any future development or modification of the existing use.
11	Section 2.1 Goal A.	To 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.	Although we understand the desire for flexibility, the provisions of the Universal City Specific Plan are overly broad, they do not adequately set forth standards to be adhered to by future developers and could result in uses that are not compatible to adjacent neighborhoods.

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11	Section 2.1 Goal D.	To provide added opportunities to expand this regional center, which is located in proximity to the Universal City Metro Red Line Station and a regional freeway system.	A significant portion of the area which would be governed by the Universal City Specific Plan is currently part of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area (the "SOSCCP"). No portion of the proposed Universal City Specific Plan area is currently designated as a regional center in the SOSCCP. The residential portion of the proposed development is on the opposite side of Universal Studios Specific Plan area. That area is not located in proximity to the Universal City Metro Red Line Station. The DEIR anticipates the elimination of the east/west road adjacent to the LA River. Without this road the stakeholders of the proposed residential area will not have direct access to the Universal City Metro station. Additionally, their only access to the regional freeway system is through the "F" rated intersections of Barham/Cahuenga and Barham/Olive. (Exhibits 4 and 4a) It is imperative that the east/west road be constructed and that additional mitigation measures are implemented to reduce the impact on these intersections.
11	Goal F	To recognize the relationship between the Universal City Specific Plan, the Universal Studios Specific Plan, and other uses surrounding the Universal Studios site such as residences, other studios, and other commercial enterprises.	Although this is a stated goal of the Universal City Specific Plan, this proposed specific plan actually ignores the impact of the project on existing residences, and on the scale and character of the surrounding communities.

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11	Goal G	To allow a maximum development within the Specific Plan area of 2,937 new Dwelling Units, 115,000 square feet of new retail Floor Area, 65,000 square feet of new Community Serving Uses Floor Area, 250,000 square feet of new Studio Office Floor Area, 50,000 square feet of new Studio Use Floor Area, and 79,665 square feet of existing Studio Office Floor Area and 30 square feet of existing Studio Use Floor Area, including any additional square feet of Floor Area as may be permitted pursuant to Equivalency Transfers as set forth in Subsection 3.11 of this Specific Plan.	The size of the development to be permitted within the Universal City Specific Plan area is too big. As proposed in the DEIR, all of the traffic from the residential development will end up on Barham pursuant to the Proposed Circulation Plan (Exhibit 19) as traveling east or west on Universal Hollywood Drive will take residents through the Universal Studios Theme Park and exits onto Lankershim across from the Metro Station. This is not a feasible route for commuters, if any are actually trying to use the Metro. No residential development should be permitted without sufficient infrastructure including the east/west road adjacent to the LA River.
19	3.2 Section2 Item A.	Except as provided herein, no grading permit, foundation permit, building permit, use of land permit, or permit for a change of use shall be issued for any Project in whole or in part within this Specific Plan area unless the Director has issued a Substantial Compliance Analysis determination pursuant to Section 15 of this Specific Plan.	We do not agree with the proposal to replace the Project Permit Compliance provisions of Section 11.5.7.C of the Municipal Code. This will eliminate local community input by enabling applicants to bypass all local area decision makers such as the Area Planning Commission and go directly to the City Planning Commission. (Page 82 Section 15.1 and 15.2) This would prevent important outreach and input from local organizations such as neighborhood councils and resident associations as well as the neighboring stakeholders who would be most affected. We are not aware of this provision being included in any other current specific plan ordinances.
19	3.2 Section2 Item C.	No Substantial Compliance Analysis shall be approved unless the Project substantially complies with all applicable provisions of this Specific Plan.	We disagree with the concept of substantial compliance as it vest too much power in the Director and this proposed specific plan contains provisions permitting exceptions to its own provisions with respect to height. (Page 1231 of the DEIR) (Exhibit 20)

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19	3.2 Section2 Item D.	The prohibitions specified in this Section shall not apply to any of the following uses and facilities, which shall be exempt from the Substantial Compliance Analysis requirement, as set forth in Section 15 of this Specific Plan.	No uses should be automatically exempt from compliance with the Substantial Compliance Analysis requirement as this requirement in and of itself already represents a **significant** weakening of the protections of the Municipal Code. (Exhibit 5)
19	3.2 Section2 Item E.	Prohibited Uses and Facilities.	We agree with the prohibited uses listed. However, the following uses should also be prohibited. Small lot subdivisions, factory built homes, bed and breakfast facilities, modular office trailers, and maintenance facility/storage facilities. Additionally, Item 84 of Section 3.8 should be eliminated as it vests too much power in the Director and thwarts community input and involvement.
20	3.3 Section B. Table 1	Maximum Permitted Floor Area by Land Use Category	For all categories the maximum permitted development is excessive and should be reduced significantly. There should be no residential development in this area as the area should continue to be zoned as manufacturing and commercial as that is the type of development that will bring permanent jobs to the area. By allowing residential development the City would be required to provide services and infrastructure that it is not able to provide to existing neighborhoods now. Additionally, the open space area is subject to a change in use (page 27 of 85) and even allows for a height exception in the open space area. Why would there ever be a need for a height exception in the open space areas. (Environmental Assessment Form - II.Project Description Page II-10) (Exhibits 6a, 6b and 6c)
20	3.3 Section B. Table 1	Table does not reflect additional square feet of retail or hotel Floor Area as may be permitted pursuant to Equivalency Transfers as set forth in Subsection 3.11 of this Specific Plan.	The Equivalency Program permits the development of a 500 room hotel in an area that already has two major hotels within the boundaries of the project site and several other hotels in the immediately surrounding area.

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23	3.4 Section	The Existing Uses within the Existing Use Overlay may continue within each of the applicable Planning Subareas until a building permit for a residential building is issued within that Planning Subarea. When a building permit for a residential building is issued for a Planning Subarea, Existing Uses in adjacent Planning Subareas within the Existing Use Overlay shall be permitted to continue until building permits for residential buildings are issued in those Planning Subareas.	We agree that existing uses should be allowed to continue. Although we do not agree that there should be any residential development as part of this project, if residential development is begun then existing uses in adjacent areas should be allowed only if there is a significant separation and noise barriers between the existing uses and the residential areas as well as the open space areas.
23	3.5 Section B Item 8	Open Space District 1	Item 8, Director's discretion – should be eliminated.
24	3.5 Section K	Open Space District 1	Although signs are limited in Open Space Districts 1 and 2 to information, temporary signs, and public facility signs, the signage proposed for the adjacent sign districts is so broad that there could be significant lighting intrusion and blight from those districts into the open space areas. We do not agree with the creation of the proposed sign districts. (Exhibit 7)
25	3.6 Section B Item 6, 7, 8,9 and 10	Open Space District 2	Uses permitted under items 6 through 9 are not compatible with an open space area and should not be permitted.
25	3.6 Section B Item 11	Open Space District 2	Item 11, Director's discretion – should be eliminated.
25	3.6 Section C Item 11	Open Space District 2	The construction of 5,000 square feet of floor area is not consistent with open space and should not be permitted.
25	3.6 Section F	Open Space District 2 – No automobile parking required	Some designated parking should be provided adjacent to this open space area otherwise adjacent residential and commercial areas will be burdened by the cars parked by users of the open space.
26	3.6 Section G Items 3, 3,5, and6	Open Space District 2	These uses should not be permitted in the open space district. Service facility and utility infrastructure structures that are 55 feet high are not compatible with open space.
26	3.6 Section J	Open Space District 2	Removal of protected trees should not be allowed.

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26	3.5 Section K	Open Space District 2	Although signs are limited in Open Space Districts 1 and 2 to information, temporary signs, and public facility signs, the signage proposed for the adjacent sign districts is so broad that there could be significant lighting intrusion and blight from those districts into the open space areas. We do not agree with the creation of the proposed sign districts.
26	3.7 Section B Items 2, 4, 6, 7, 8, 9, 10, 11 and 16	Open Space District 3	This open space area is a long narrow area where there does not appear to be sufficient space to accommodate these uses. Further, residential uses to the south would be subjected to light intrusion.
27	3.7 Section B Items 2, 12, 13, 14, and 15	Open Space District 3	This open space area is a long narrow area where there does not appear to be sufficient space to accommodate these uses. These uses should be significantly restricted as to the number and type permitted each year. i.e. a maximum of one or two outdoor festivals per year. Additionally, no parking is provided. Some designated parking should be provided adjacent to this open space area otherwise adjacent residential and commercial areas will be burdened by the cars parked by users of the open space.
27	3.7 Section E Items 1 and 2	Open Space District 3 – The Height Zones range between 625 feet above MSL to 825 feet above MSL.	Structures that are 625 to 825 feet high are not compatible with open space and should not be allowed.
27	3.7 Section H	Open Space District 3 – Protected Trees	Removal of protected trees should not be allowed or should be severely restricted.
27	3.7 Section I	Open Space District 3 – Signage	There does not appear to be any limitations on the type of signs permissible in Open Space District 3 similar to those in Open Space Districts 1 and 2. Additionally, the signage permitted in the adjacent sign districts is so broad that there could be significant lighting intrusion and blight from those districts into the open space areas. We do not agree with the creation of the proposed sign districts.

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28, 29 and 30	3.8 Section B Items 3, 9, 17, 20. 25, 43,51, 55 and 61	Mixed Use Universal City District Permitted Facilities and Uses	The facilities and uses listed in Items 9, 17, 20, 25,43,51,55 and 61 should not be permitted as part of this specific plan.
31	3.8 Section B Item 80	Mixed Use Universal City District - Temporary Uses	This item is overly broad and should be eliminated. Any temporary uses should be narrowly defined as to time and character.
31	3.8 Section B Item 84	Mixed Use Universal City District	Item 84, Director's discretion – should be eliminated.
31	3.8 Section E Item 84	Mixed Use Universal City District - Height	The maximum height listed in Exhibit No. 5 for every planning sub area is too high. All heights should be significantly reduced to conform to the scale and character of the surrounding area. Views are protected by the Sherman Oaks-Studio City- Toluca Lake –Cahuenga Pass Community Plan. Allowing these heights will obliterate the protected views of the current residents of the community plan area see objective 1.3. (Appendix K2)
31	3.8 Section H	Mixed Use Universal City District – Protected Trees	Removal of protected trees should not be allowed or should be severely restricted.
31	3.8 Section I	Mixed Use Universal City District – Signage	The signage permitted in the adjacent sign districts is so broad that there could be significant lighting intrusion and blight from those districts into the open space areas. We do not agree with the creation of the proposed sign districts.
32	3.9 Section B Items 2, 8, 11, 12	Technical Support Overlay Subdistrict – Permitted Facilities and Uses	This area borders the Los Angeles River and the provisions of this proposed specific plan must be in complete compliance with the provisions of the LA RIO Master Plan. Storage of Entertainment Attractions, displays and equipment would not be in keeping with the provisions or intent of the LA RIO Master Plan. Additionally, it could result in significant blight at a main entry point to the proposed specific plan area.
32	3.9 Section B Item 13	Technical Support Overlay Subdistrict – Permitted Facilities and Uses	Item 13, Director's discretion – should be eliminated.

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32	3.9 Section C	Technical Support Overlay Subdistrict – Height	The maximum height of 625 feet is too high. This height should be significantly reduced to conform to the scale and character of the surrounding area. Views are protected by the Sherman Oaks-Studio City- Toluca Lake –Cahuenga Pass Community Plan. Allowing these heights will obliterate the protected views of the current residents of the community plan area see objective 1.3. (Appendix K2)
33	3.10 Section B Items 1, 8, 9, and 13	Studio Production District – Permitted Facilities and Uses	Much of this district boarders US Highway 101 and could be visible from there. These uses could result in blight. None of these uses should be permitted unless specific beautification measures are employed to ensure that they do not result in blight. Such measures should include requirements for the planting of trees and providing screening from view through the use of other types of soft scape.
33	3.10 Section B Items 14, 15, and 16	Studio Production District – Permitted Facilities and Uses	Most of this is a long narrow area which does not appear to be designed to accommodate these uses. These uses should be significantly restricted as to the number and type permitted each year. i.e. a maximum of one or two outdoor festivals per year. The use of the area for outdoor special lighting effects will result in a distraction hazard for motorists on Highway 101.
33	3.10 Section B Items 17	Studio Production District – Permitted Facilities and Uses - Signage	We do not agree with the creation of the sign districts as part of this specific plan. The only signage that should be permitted in area 2A and AB should be those that are in compliance with the 2002 Los Angeles City Sign Ordinance. For safety reasons and for protections of views no signs should be allowed on roofs. No offsite signage, supergraphics or animated signs should be allowed at all.
33	3.10 Section B Items 18	Studio Production District – Permitted Facilities and Uses	Item 18, Director's discretion – should be eliminated.

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33	3.10 Section F	Studio Production District – Height	The Community Plan calls for the commercial zones to be height District 1 – maximum 1.5:1 FAR and 45 feet for residential. (Exhibits 8a and 8b). Footnotes were added to the Community Plan sometime since it was enacted in 1998 that changed some areas to Height District 1L, 1Vl, and 2. This increased the heights significantly to 1L which is 75 feet and 75 feet or 6:1 FAR in district 2. There is no indication of the date when this was done and we would like to know if public hearings were held. On ZIMAS, all the maps for the properties which are in the specific plan area show height district 1. No buildings should be allowed which exceed the heights currently provided for in the community plan. Buildings that are 700 feet and 850 feet high are too tall. They are not in accordance with the scale, character, or intent of the community plan. We object to the Sepecific Plan's built in exception for height.
34	3.10 Section I	Studio Production District – Protected Trees	Removal of protected trees should not be allowed or should be severely restricted.
34	3.10 Section J	Studio Production District – Signage	The signage permitted in the sign districts is so broad that there could be significant lighting intrusion and blight from those districts into the open space areas. We do not agree with the creation of the proposed sign districts. Please note that on Figure 20 "2B" is labeled as "Studio Technical Lot Sign District"(page 323) This area is actually part of the Studio Production District not part of the Technical Support Overlay Subdistict. See (page 281). (Exhibits 9 and 9a)
34	3.11 Section A and B	Land Use Equivalency Transfers	The Equivalency Program permits the development of a 500 room hotel in an area that already has two major hotels within the project site and several other hotels in the surrounding area. We object to the inclusion of Equivalency Transfers as part of this proposed specific plan.

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34	Section 4 4.1 Items A and B	Design Standards – Height Zones, Height Exceptions and Sight Coverage, Massing and Height	The Community Plan provides that commercial development should complement any unique and existing development uses and requires reinforcement of desirable design characteristics and uses. (Exhibit 10a) We agree with those portions of the proposed project that foster studio uses and good permanent job creation. The Community Plan also provides that commercial development should be directed toward the Los Angeles River and should promote the use of the river access for pedestrian trails and low intensity recreational uses. (Exhibit11). We object to the design of the proposed development as it does nothing to promote the Los Angeles River orientation. The Community Plan requires the density and design of development to be in proximity to station stops. We object to the design of the proposed development as it places all residential development as far away from the metro station as possible, eliminates easy access to the metro station by proposing to eliminate the east/west road and proposes public vehicular access to the station be through the torturous route of Buddy Holly Drive to Hotel Drive to Universal Hollywood Drive . The Community Plan requires that the development establish design features that continue the early California Spanish style of architecture found at the Campo de Cahuenga transit site. We object to the design of the proposed development as it is not in keeping with the provisions of the Community Plan. (Exhibit 13)

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35 and 36	Section 4 4.1 Items A and B	Design Standards – Height Zones, Height Exceptions and Sight Coverage, Massing and Height	We object to the density and height permitted in this proposed specific plan and to the inclusion of Height Exceptions within this proposed specific plan. No Height Exceptions should be included.
38	Section 4 4.1 Items B number 5 and 6	Design Standards – Screening of Rooftop equipment from above is not required. Screening of outdoor storage areas from views from above is not required	Screening of Rooftop equipment and outdoor storage areas from above shall be required as it will be within the view of existing uses.
38	Section 4 4.1 Items C numbers 2 and 3	Design Standards – Setbacks and Landscape Buffers	We object to the incorporation of height exceptions within this proposed specific plan.
38	Section 4 4.1 Items C number 4	Design Standards – Setbacks and Landscape Buffers – New buildings within Planning Subarea 1 shall be located at least 12 feet form the channel wall of the Los Angeles River.	Any new buildings in Planning Subarea 1 must conform to the provisions of the Los Angeles RIO Master Plan without exception.
38	Section 4 4.1 Item D number 1	Design Standards – Visual Standards - no southeasterly facing Exterior Balconies shall be permitted above a height of 820 feet.	Buildings of this height create density and massing that is excessive. No balconies should be allowed at all in this area. We object to any building above two stores in this area as it will significantly increase the congestion at the immediately surrounding intersections which already show an LOS of F and block views.
38	Section 4 4.1 Item D number 2	Design Standards – Visual Standards – Unscreened rooftop parking.	All rooftop parking must be screened.
39	Section 4 4.1 Item D number 4	Design Standards – Visual Standards – Appendix 2. Design Guidelines	We object to the use of the design guidelines included in Appendix 2 as they define as a planning goal the creation of an urban community. An urban setting is not consistent with the suburban scale and character of the surrounding community. The San Fernando Valley is generally a suburban and rural area and not an urban area. We object to the inclusion of a Mid-rise/High-rise Town Center and two Mid-rise/High-rise Residential Areas in an area that is suburban in nature and located at a choke point of the 101 Freeway at the throat of the Cahuenga Pass.

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39	Section 4 4.1 Item D number 4	Design Standards – Visual Standards – Appendix 2. Design Guidelines	At a time when there is no demonstrative need for additional residential housing in Los Angeles in general and the San Fernando Valley in particular, there is no need to build housing that is not in keeping with the scale and character of the surrounding suburban community. If any housing is permitted as part of this development at all it should be a Low-rise residential area only. California's growth rate has declined to a modest 10% over the past 10 years and as a result, for the first time since the census taking in 1930, California did not get any additional congressmen (Exhibit 14) We object to the development of a Mid-rise/High-rise residential area that is 10 or more stories high that will block the protected views of the existing residential neighborhood which this proposed development will surround. The proposed inclusion of basement apartments in the design guidelines in an area where the water table has historically only 15 feet below the surface in not prudent. (Exhibit 15). We object to this inclusion of basement apartments in the design guidelines.
39	Section 5 Items A, B, C, D and E	Parks and Open Space – Location/No Dedication Required/Fulfillment of Open Space Obligation	We object to the inclusion of open space on rooftops. We object to the provision of the proposed specific plan that states "Required open space need not be dedicated to the City as publicly owned property." Although we agree that the property owners association should be required to maintain the open space, the land should be dedicated to the City. Payment of fees in lieu of providing open space should not be permitted.

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39	Section 5 Item F	Parks and Open Space - Implementation	Development of a phasing and implementation plan prior to the issuing of a building permit for a project is not sufficient. Specific requirements for the development and completion of parks and open space as each section of the project is completed must be included. The developer should be required to provide a performance bond at the time the open space plan is submitted. This should be in advance of the issuance of any building permits.
40	Section 6	Street System	The fundamental conceptual flaw in the street system is that the east/west road in the northern portion of the project site, which is currently a paper road (Exhibit16) may be eliminated. The elimination of this road causes the majority of the traffic from the proposed residential area to exit onto Barham Blvd or to cross the project area through the use of the torturous route of Buddy Holly Drive to Hotel Drive to Universal Hollywood Drive. Elimination of the east/west road is not acceptable.
40	Section 6 D	Street lighting	No guidelines for street lighting could be located in Appendix No. 2, Design Guidelines as is stated on page 40.
40	Section 7	Transportation and Parking	Comments on Transportation and Parking are included in a separate section of this document.
48	Section 9.3	Sign Districts	We do not agree with the creation of the six sign districts as part of this specific plan. The only signage that should be permitted in the specific plan area should be those that are in compliance with the 2002 Los Angeles City Sign Ordinance. For safety reasons and for protections of views no signs should be allowed on roofs. No offsite signage, supergraphics or animated signs should be allowed at all.

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73	Section 11	Protected Trees	The DEIR refers the reader to Appendix No. 5 – Master Protected Tree Map. The 4 maps that are included therein show that removal of hundreds of protected trees would be permitted by the specific plan. Many of these trees are heritage trees with huge canopies that could take a hundred years to grow. Allowing removal and replacement of these trees with seedlings and 1 gallon container trees as would be permitted under Section 11 C.1.b of this proposed specific plan is not acceptable. Los Angeles is one of the top ten dirtiest cities in America in terms of air quality. (Exhibit 17) Removal of hundreds of large canopy, heritage trees, that are fundamental to absorption of carbon dioxide and creation of oxygen, should not be permitted.
76	Section 11 C.2.c	Pay an in lieu fee of $700 for each removed Protected Tree	Payment of an in lieu fee for the removal of a Protected Tree should not be allowed. Tree replacement shall not be allowed outside the specific plan area.
77	Section 11 C.4	Exemptions – all trees other than the Coast Live Oak, California Sycamore and the California Black Walnut are not subject to any other tree regulations established by the Municipal Code or City Policy and may be removed.	We do not agree with this exemption. All provisions of the Municipal Code and City Policy must be followed with respect to trees not specifically covered in this specific plan.
77	Section 12 B item 1	Lighting – New Light Sources	Animated, moving, programmed, flashing, neon, LCD and similar technologies of lighting displays or installations should not be permitted if such lighting is visible from the 101 Freeway or any of the existing residences in the surrounding communities. Such light sources are intrusive and diminish the quality of life of the residents in the surrounding communities.

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77	Section 12 B item 10.f	Lighting – Exceptions	Light Sources associated with Outdoor Special Light Effects should not be permitted if such lighting is visible from the 101 Freeway or any of the existing residences in the surrounding communities.
79	Section 13 A Item 1.	Sound Attenuation	Sound Attenuation regulations should apply not only to existing residential areas but should also apply to any residences which are constructed as part of the proposed project.
79	Section 13 A Item 1.a and 1.b	Sound Attenuation	Sound Attenuation regulations should be in accordance with the guidelines of the General Plan. Noise levels of L_{70} of 70 dBA should not be allowed. Continuous levels of 70dBA or higher can cause loss of hearing. As stated in the General Plan, all noise should be reduced or managed to achieve or maintain healthful ambient sound levels. Noise levels of 70dBA are normally unacceptable see General Plan Exhibit 1 Guideline for Noise compatible Land Use (Exhibit 18) Permitting night time noise levels between the hours of 10:00 PM and 7:00AM in a residential area equivalent to heavy traffic in a commercial district is not acceptable.
80	Section 13 B Item 1	Sound Attenuation - Exemptions	Exempting all production activities from the provisions of the noise regulations of this specific plan and from the provisions of the Municipal Code is not acceptable.
80	Section 13 C Item 1	Construction and Grading Sound Requirements	The use of vibro hammers or similar equipment should not be permitted in any construction within this specific plan area.

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82	Section 15	Substantial Compliance Analysis	We do not agree with the proposal to replace the Project Permit Compliance provisions of Section 11.5.7.C of the Municipal Code. This will eliminate local community input by enabling applicants bypass all local area decision makers such as the Area Planning Commission and go directly to the City Planning Commission. (Page 82 Section 15.1 and 15.2) This would prevent important outreach and input from local organizations such as neighborhood councils and resident associations as well as the neighboring stakeholders who would be most affected. We are not aware of this provision included in any other current specific plan ordinances.
82	Section 15 A Item 3	Substantial Compliance with Guidelines	We disagree with the concept of substantial compliance as it vests too much power in the Director. Community input must be obtained. It is not sufficient to allow the Director to determine that the intent and purpose of the applicable Guidelines are met. The opinion of the Director must be based on community input obtained through the hearing process. This section should be eliminated and the regular planning process including public hearings and review by the Area Planning Commission should be followed.
82	Section 15 A Item 4	Ministerial Review	We object to the definition of the Substantial Compliance Analysis as a Ministerial Review process. This section should be eliminated and the regular planning process including public hearings and review by the Area Planning Commission should be followed.
83	Section 15 Item 1 though 5	Exempt Uses	Other than the Existing Uses permitted by Section 3.4 of this Specific Plan none of the other uses listed should be defined as an exempt use.

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83	Section 15.2	Other Specific Plan Procedures	We object to the inclusion of this provision as it reduces transparency and reduces local community input. This section should be eliminated and the authority of the Area Planning Commission should be retained by it and not transferred to the City Planning Commission.
		Universal Studios Specific Plan	Due to the voluminous nature of the DEIR and the limited time allowed for the submission of comments, a detailed review and analysis of the provisions of the Universal Studios Specific Plan has not been undertaken. Therefore, all comments related to the Universal City Specific Plan should be considered to be applicable to any comparable provision of the Universal Studios Specific Plan.
			Conclusion: The Specific Plans are an attempt to circumvent most of the sign and other regulations of the municipal code and to thwart local community input into the planning process. We object to their adoption as part of the entitlement process for the Project Site.

STUDIO CITY NEIGHBOHOOD COUNCIL
COMMENTS ON TRAFFIC IMPACTS OF THE PROJECT

(Continued on next page)

Page	Paragraph	DEIR Item	Comment
45	**2(A)(1)(i)**	Environmental Impacts Construction: Construction traffic and/or construction activities could cause travel delays on an intermittent basis during build out 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.	Delays along Lankershim will cause traffic delays for the Island Neighborhood of Studio City, yet Studio City is not identified in the DEIR as an impacted community. The Island Neighborhood of Studio City has one point of ingress and egress and would be heavily impacted by the construction activities on Lankershim Blvd.
45	**2(A)(1)(i)**	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.	Please define "substantial inconvenience to auto travelers."
45	**2(A)(1)(i)**	During Project 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.	Construction activities might increase the use of the Metro system and add additional pedestrian traffic in this area. Additionally, the Project's program of encouraging offsite construction parking and use of mass transit will increase pedestrian traffic during construction and more so on a permanent basis. A tunnel was planned to go under Lankershim to accommodate safe pedestrian access to the Metro Red Line as part of the Red Line Construction and Metro Universal Project. A pedestrian overpass or tunnel should be part of the mitigation required for the Universal Evolution project.

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46	**2(A)(1)(ii)**	The Project is expected to generate a net total of 36,451 daily trips on a typical weekday, including approximately 3,069 morning peak hour trips and 3,623 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 28,108 daily trips on a typical weekday, including approximately 2,328 morning peak hour trips and 2,770 afternoon peak hour trips. The Project's Transportation Demand Management program thus reduces the Project's trip generation by 8,343 daily trips, including approximately 741 morning peak hour trips and 853 afternoon peak hour trips. The Study Area for the Project's 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.	When were the traffic studies and trip generation studies completed? There have been more than 600 housing units completed in Studio City since 2007. When were the traffic counts taken? Additionally, the City of Burbank's traffic study points out the TDM trip reductions are far too generous and that in fact the Metro Station requires either a buss transfer or a long walk (uphill) to reach the destination of the theme park, the residential district or the retail district and may not even qualify for Rapid Transit credits. SEE APPENDIX 1.
46	P #3	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 20 intersections operating at Level of Service C or Level of Service D; 13 intersections operating at Level of Service E; and 36 intersections operating at Level of Service F. During the afternoon peak hour in 2030, the Project is expected to result in **significant** impacts at 14 intersections operating at Level of Service C or Level of Service D, 12 intersections operating at Level of Service E, and 39 intersections operating at Level of Service F.	Half of the 148 signalized study intersections would be significantly impacted. Does this include those located in the City of Burbank? The number of intersections operating at very low levels of service (E or F) is unacceptable. The Project should be scaled back so this does not occur. It is not acceptable that E or F LOS intersections are not improved.

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47	P #2	Taking into account the Transportation Demand Management trip reductions and mitigation, impacts at eight (8) of these unsignalized intersections would be reduced to a less than **significant** level. Therefore, 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.	This is a critical intersection and this should be signalized at the least.
47	P #3	In addition to analyzing all 164 signalized and unsignalized intersections per Los Angeles Department of Transportation's methodology, intersections located in other jurisdictions (e.g., City of Burbank, City of West Hollywood, etc.) were analyzed using the methodology and significance thresholds of the jurisdiction wherein the intersection is located.	When was this analyzed?
48 258	P #2 P (ii)	The Project would result in **significant** impacts to four freeway segments during the morning peak hour and seven freeway segments during the afternoon peak hour before Transportation Demand Management trip reductions and mitigation. Even with implementation of the identified mitigation measures, **significant** impacts would remain at six freeway segments.	On page 258, Freeway Segments 4, 5 &10 all significantly impact Studio City and should be mitigated to less than **significant**. The Project should not result in any **significant** impacts on any freeway segments. Such freeway segments are already too congested and impacted.
48	P #4	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 sub regional and regional highway improvements, five neighborhoods have the potential to experience neighborhood intrusion impacts. With implementation of the Project's proposed mitigation, the Project's potential **significant** neighborhood impact could remain **significant** and no other feasible mitigation was identified.	No neighborhood in Studio City is identified as an impacted neighborhood; however the Island Neighborhood west of Lankershim and the hillside community south of Ventura and west of Lankershim and the Ventura corridor including Radford, Laurel Canyon and Whitsett are all impacted.

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48	P #4	Neighborhood traffic intrusion impacts continued.	There should be a bicycle/pedestrian path along the river. The original east/west road along the river must remain.
49	P #49 Table 41 Items 5, 6 Table 42 Items 5,6	Supplemental Caltrans Analysis	The Project should not move forward without the needed freeway improvements. Whether the freeway improvements are funded by the Project or CalTrans, the freeway improvements are needed before the project is built and occupied.
49	P #2	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 Project 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.	There is significant shuttle, bicycle, pedestrian and vehicular traffic all concentrated at the Metro station. There should be greater safety measures taken for bicycle and pedestrian traffic including a tunnel or overpass.
52	P #2	Neighborhood Intrusion	**Significant and unavoidable** neighborhood intrusion in the Studio City Island Neighborhood and areas south of Ventura Blvd and west to Colfax Avenue are unacceptable.
53	P #2	(4) Project Design Features and Mitigation Measures	All mitigation measures shall be guaranteed by NBC Universal and/or its parent company and all successor owners. The must alleviate the **significant** cumulative impacts at the analyzed freeway segments.

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54	P #1	If any of the traffic mitigation measures within the City 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.	The City should not let developers off the hook for the mitigation. If mitigation is not feasible and **significant** impacts remain, the Project should be scaled back so there are no **unavoidable** impacts.
54	2	All traffic mitigation measure improvements within the responsibility and jurisdiction of public agencies other than the City of Los Angeles shall be monitored through the Los Angeles Department of Transportation and implemented to the extent feasible. If improvements within the responsibility and jurisdiction of public agencies other than the City of Los Angeles (i.e., City of Burbank, City of West Hollywood, Caltrans, etc.) cannot be implemented, **significant** traffic impacts may remain at such locations.	Residential portions of the project should not move forward without the completion of all traffic mitigation measures including all CalTrans improvements within the Cahuenga Pass from Highland to Vineland and all other mitigations.
55	Project Design Feature B-2	North/South Road	The inclusion of the north/south road accommodates the housing and circulation within the project; however it does not provide regional benefit. The east/west road along the river must be included as project mitigation.
58	(A) Sharing of Mitigation Measures	The proposed Metro Universal project would be required to suitably guarantee the shared intersection improvements prior to building permit issuance as well as implement these improvements before issuance of a certificate of occupancy.	The sharing of the mitigation measures and credits contemplates multiple ownerships of the NBC Universal Evolution Project and the Metro Universal Project. The obligations for mitigation must be joint and several with NBC Universal and/or its parent company backstopping the cost for the improvements. NBC Universal shall guarantee improvements adjacent to the Metro Universal Project and mitigations shall not be shared.

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59	Mitigation Measure B-1	The Project Applicant or its successor shall implement the following: □ Provide one articulated bus to be operated by Metro to supplement the Metro Rapid 750 service (capacity = 66 seated of 75 standing); and □ Pay the net operations and maintenance (O&M) costs for the new bus during peak 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 of the bus's operation and shall pay for the unsubsidized portion of these costs for an additional seven years of the bus's operation. Firebox revenues and state/federal transit subsidies shall be credited against operation and maintenance costs for years 1 through 10 of the bus' operation.	How do we know that one bus is sufficient? When and how was the study done? The Project should consider an assessment district on all portions of the Project to pay for ongoing bus mitigation for more than 5 years. The Ventura/Cahuenga Boulevard Corridor Specific Plan prohibits increased LOS at intersections and added traffic on Ventura and Cahuenga.
60	Mitigation Measure B-2.	The shuttle system shall be guaranteed for 20 years. The final shuttle routes shall be subject to LADOT approval. The shuttle systems, routes, stops, headways, and hours of operation shall be reviewed periodically and may be modified with LADOTapproval.	The Project should consider an assessment district on all portions of the Project to pay for ongoing bus mitigation for more than 5 years.
61	Mitigation Measure B-4	The Project Applicant or its successor shall construct or contribute to……	Project Applicant or its successor shall construction and not just contribute to.
61	Mitigation Measure B-4 a.	Relocation of the existing Hollywood Freeway southbound onramp east of Fruitland Drive at Ventura Boulevard to the intersection of Fruitland Drive and Ventura Boulevard;	Eliminate neighborhood intrusion and pass through traffic to neighborhoods south of Ventura from Lankershim to Vineland.
61	Mitigation B-4 b.	Construction of a new southbound off-ramp to Ventura Boulevard connecting to Ventura Boulevard at its intersection with the above relocated Hollywood Freeway southbound onramp at Fruitland Drive;	This dumps traffic on to Ventura/Cahuenga Blvd which is prohibited pursuant to the Ventura/Cahuenga Blvd. Corridor Specific Plan.
61	Mitigation B-5	The Project Applicant or its successor shall widen and restripe Barham Boulevard from Forest Lawn Drive/Lakeside Plaza Drive to provide three continuous southbound lanes, two northbound lanes, and left-turn pockets to minor streets throughout the length of the roadway section from Forest Lawn/Lakeside Plaza Drive in the north to Buddy Holly Drive/Cahuenga Blvd (East) in the South.	All the traffic coming south will bottleneck at the Barham bridge over US101. The proposal to widen Barham is inadequate and not feasible. How will the widening be accomplished and who will pay for it?

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64	Mitigation B-8	*Vineland Avenue & Moorpark Street (Intersection 11):* The Project Applicant or its successor shall implement or contribute to the implementation of a southbound right-turn lane so that the Vineland Avenue southbound approach would have a left-turn lane, three through lanes, and a right-turn lane. In order to enhance safety by improving visibility, the improvement also includes removal of the raised medians on the north and south legs of the intersection to better align the northbound and southbound left-turn pockets.	Increasing the traffic capacity of this intersection will increase the traffic along Moorpark westbound all the way past Laurel Canyon. Moorpark is one lane in most areas. The signals between Vineland and Laurel Canyon are old and cannot be synchronized. These signals must be upgraded as part of the mitigation to avoid severe traffic (especially in front of Oakwood School) due to the restructuring of the southbound 101 off ramp on Tujunga a few blocks away dumping traffic onto Tujunga that will end up on Moorpark turning left to go towards Vineland in the area. Moorpark should be widened East/West Tujunga to Cahuenga.
65	Mitigation B-13	*Cahuenga Boulevard & Moorpark Street (Intersection 30):* The Project Applicant or its successor shall implement or contribute to the implementation of a northbound right-turn lane so that the Cahuenga Boulevard northbound approach would have a left-turn lane, two through lanes, and a right-turn lane. However, this proposed physical mitigation is in conflict with a recent plan adopted for Cahuenga Boulevard that proposes to downgrade Cahuenga Boulevard from Secondary Highway standards to Collector Street standards. Therefore, per the Los Angeles Department of Transportation direction, this analysis conservatively assumes that the proposed physical improvement would not be implemented.	According to the DEIR and in the Traffic Mitigation plans, Cahuenga is a major feeder street into the Project area. If there is a plan to downgrade Cahuenga from Secondary Highway standards to a Collector Street, how can that allow for Cahuenga (as a collector street) to function as a major feeder street for the project?

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66	Mitigation B-18	*Barham Boulevard and Cahuenga Boulevard (Intersection 47):* The Project Applicant or its successor shall implement or contribute to the widening of the Cahuenga Boulevard westbound approach to provide an additional through lane to match the existing westbound departure. This improvement requires use of Caltrans right-of-way. If this right-of-way is not available, a **significant** impact would remain at this intersection in the afternoon peak hour. The Project's impact at this intersection in the morning peak hour is fully mitigated by the local shuttle from Lakeside Plaza Drive to Hollywood.	Barham and Cahuenga Boulevards are already at a stand still during much of the day. If this improvement needs the use of CalTrans right-of-way and there is a possibility that the right-of- way is not granted, then that issue needs to be resolved prior to the start of construction of the Project. If the right-of-way is not granted, other options must be implemented to avoid a **significant** impact at this intersection. Barham cannot be widened.
66	Mitigation B-19	*Barham Boulevard and Buddy Holly Drive/Cahuenga Boulevard (Intersection 48):* The Project Applicant or its successor shall (1) widen the Cahuenga Boulevard westbound approach to provide a separate left-turn only lane, and (2) add a southbound right-turn lane so that the Barham Boulevard southbound approach would have three through lanes and a right-turn lane.	This mitigation facilitates many more cars at the intersection of Barham and Cahuenga at the existing bottleneck of the Barham Bridge crossing the 101 freeway from Cahuenga East to Cahuenga West without solving the problem of upgrading or expanding the bridge which is necessary to carry the increased traffic that will cross it.

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67	Mitigation B-22	*Ventura Freeway eastbound on-ramp & Riverside Drive (Intersection 15)*: The Project Applicant or its successor shall: (1) implement or contribute to the implementation of signalization of the intersection with protected left-turn phasing for the eastbound approach; (2) implement or contribute to the implementation of restriping the west leg of the intersection to provide an additional eastbound left-turn lane so that the Riverside Drive eastbound approach has dual left-turn lanes and two through lanes; and (3) install or contribute to the implementation of a crosswalk on the east leg of the intersection. It should be noted that the satisfaction of a traffic signal warrant shall not in itself require the installation of a signal. The decision on whether a traffic signal should be installed will be made by the City of Los Angeles Department of Transportation and Caltrans at the time of the proposed improvement taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Depending on the spacing of adjacent signalized intersections and the traffic flow, it may not be feasible to install a signal at the unsignalized intersection.	(1) The applicant shall implement the required mitigation. (2) The applicant shall implement the required mitigation. (3) Applicant shall implement mitigation if mitigation is found to be necessary and crosswalk should have pedestrian strobe lighting in the street.
67	Mitigation B-23	*Cahuenga Boulevard & Ventura Freeway eastbound ramps (Intersection 28)*: The Project Applicant or its successor shall widen or contribute to the widening of the Ventura Freeway eastbound off-ramp to provide a 14-foot wide left-turn lane, a 12-foot wide shared left/right-turn lane, and one 14-foot right-turn lane.	Applicant shall implement mitigation.
67	Mitigation B-24	*Cahuenga Boulevard & Hollywood Freeway northboundoff-ramp (Intersection 68)*: The Project Applicant or its successor shall: (1) widen or contribute to the widening of the Hollywood Freeway northbound off-ramp to provide an additional right-turn lane, and (2) relocate or contribute to the relocation of the crosswalk on Cahuenga Boulevard from the north leg of the intersection to the south leg.	Applicant shall implement mitigation. Crosswalk should have pedestrian strobe lights in the street.

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67	Mitigation B-25	*Tujunga Avenue and Hollywood Freeway southbound off-ramp (Intersection 157)*: The Project Applicant or its successor shall signalize the intersection with permitted left-turn phasing for the southbound approach. It should be noted that the satisfaction of a traffic signal warrant shall not in itself require the installation of a signal. The decision on whether a traffic signal should be installed will be made by the City of Los Angeles Department of Transportation and Caltrans at the time of the proposed improvement taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Depending on the spacing of adjacent signalized intersections and the traffic flow, it may not be feasible to install a signal at the unsignalized intersection.	This mitigation is one block north of the intersection Tujunga Ave and Moorpark St. in Studio City. The signals on Moorpark from Laurel Canyon to Cahuenga and on Tujunga from the off ramp to Ventura Blvd are old and do not allow for phasing. Additionally, the southbound approach on Tujunga to Moorpark is one thru lane and a right turn lane with no left turn signal. Any mitigation improvement of the off ramp must include signal upgrading along Moorpark and Tugunga. If a signal is put in at the off ramp, the cross walk should have strobe lights for pedestrian protection.
68	Mitigation B-26	*Cahuenga Boulevard & Hollywood Freeway southboundramps (Intersection 162)*: The Project Applicant or its successor shall install or contribute to the signalization of the intersection with permitted left-turn phasing for the southbound approach. It should be noted that the satisfaction of a traffic signal warrant shall not in itself require the installation of a signal. The decision on whether a traffic signal should be installed will be made by the City of Los Angeles Department of Transportation and Caltrans at the time of the proposed improvement taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Depending on the spacing of adjacent signalized intersections and the traffic flow, it may not be feasible to install a signal at the unsignalized intersection.	Project applicant shall be responsible for implementation of mitigation.

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68	Mitigation B-27	*Pass Avenue & Verdugo Lane (Intersection 75)*: The Project Applicant or its successor shall provide or contribute to the implementation of additional signal equipment to connect the intersection to the City of Burbank's Traffic Signal Interconnect &Signal Timing System and Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
68	Mitigation B-28	*Evergreen Street/Riverside Drive & Alameda Avenue (Intersection 77)*: The Project Applicant or its successor shall provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System. Additional mitigation in response to the Burbank Analysis is as follows. The Project Applicant or its successor shall implement or contribute to the implementation of a widening of the Riverside Drive eastbound approach to provide dual right-turn lanes.	Project applicant shall be responsible for implementation of mitigation.
69	Mitigation B-29	*Pass Avenue & Ventura Freeway eastbound off-ramp (Intersection 78)*: The Project Applicant or its successor shall provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Traffic Signal Interconnect & Signal Timing System and Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
69	Mitigation B-30	*Pass Avenue & Alameda Avenue (Intersection 79)*: The Project Applicant or its successor shall: (1) provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System, and (2) implement or contribute to the implementation of a westbound right-turn lane so that the Riverside Drive westbound approach would have a left-turn lane, two through lanes, and a right-turn lane.	Project applicant shall be responsible for implementation of mitigation.

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69	Mitigation B-30	Additional mitigation in response to the Burbank Analysis is as follows. The Project Applicant or its successor shall: (1) implement or contribute to the implementation of restricting the northbound leftturn movement from Pass Avenue onto westbound Alameda Avenue, and (2) implement or contribute to the implementation of extending the dual left-turn lanes on the Pass Avenue southbound approach at the intersection of Pass Avenue & Riverside Drive to the intersection of Pass Avenue & Alameda Avenue.	Project applicant shall be responsible for implementation of mitigation.
69	Mitigation B-31	*Pass Avenue & Riverside Drive (Intersection 80)*: The Project Applicant or its successor shall implement or contribute to the implementation of an eastbound right-turn lane so that the Riverside Drive eastbound approach would have a left-turn lane, two through lanes, and a right-turn lane. Additional mitigation in response to the Burbank Analysis is as follows. The Project Applicant or its successor shall: (1) implement or contribute to the implementation of a right-turn lane so that the Riverside Drive westbound approach would have a left-turn lane, two through lanes, and a right-turn lane, and (2) provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
69	Mitigation B-32	*Pass Avenue & Olive Avenue (Intersection 81)*: The Project Applicant or its successor shall: (1) implement or contribute to the implementation of an additional northbound left-turn lane so that the Pass Avenue northbound approach would have dual left-turn lanes and three through lanes, and (2) provide or contribute to the provision of additional signal equipment to provide overlapping right turn arrow signal indications for eastbound Olive Avenue.	Project applicant shall be responsible for implementation of mitigation.

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70	Mitigation B-33	*Olive Avenue & Warner Brothers Studios Gate 2/Gate 3 (Intersection 82)*: The Project Applicant or its successor shall provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
70	Mitigation B-34	*Olive Avenue & Warner Brothers Studios Gate 1/ Lakeside Drive (Intersection 83)*: The Project Applicant or its successor shall implement or contribute to the implementation of an eastbound right-turn lane so that the Lakeside Drive eastbound approach would have a shared through/left lane and a right-turn lane. Additional mitigation in response to the Burbank Analysis is as follows. The Project Applicant or its successor shall provide or contribute to the provision of additional signal equipment to connect the intersection to the City of Burbank's Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
70	Mitigation B-35	*Hollywood Way & Alameda Avenue (Intersection 84)*: Additional mitigation in response to the Burbank analysis is as follows: The Project Applicant or its successor shall provide or contribute to the implementation of additional signal equipment to connect the intersection to the City of Burbank's Traffic Signal Interconnect & Signal Timing System and Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
70	Mitigation B-36	*Hollywood Way & Olive Avenue (Intersection 86)*: Additional mitigation in response to the Burbank analysis is as follows: The Project Applicant or its successor shall provide or contribute to the implementation of additional signal equipment to connect the intersection to the City of Burbank's Traffic Signal Interconnect & Signal Timing System and Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.

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70	Mitigation B-37	*Olive Avenue & Riverside Drive (Intersection 87)*: Additional mitigation in response to the Burbank analysis is as follows: The Project Applicant or its successor shall provide or contribute to the implementation of additional signal equipment to connect the intersection to the City of Burbank's Traffic Signal Interconnect & Signal Timing System and Citywide Signal Control System.	Project applicant shall be responsible for implementation of mitigation.
71	Mitigation B-38	*Ventura Freeway westbound on-ramp and Alameda Avenue (Intersection 164):* The Project Applicant or its successor shall signalize the intersection with protected left-turn phasing for the eastbound approach. Due to the close proximity of this intersection with the intersection of Hollywood Way & Alameda Avenue (Intersection 84), the signals at the two intersections would need to be coordinated. It should be noted that the satisfaction of a traffic signal warrant shall not in itself require the installation of a signal. The decision on whether a traffic signal should be installed will be made by the City of Burbank and Caltrans at the time of the proposed improvement taking into consideration other factors such as spacing with adjacent signalized intersections and interruption to traffic flow along the major street. Depending on the spacing of adjacent signalized intersections and the traffic flow, it may not be feasible to install a signal at the unsignalized intersection.	Project applicant shall be responsible for implementation of mitigation.

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71	Mitigation B-39	*Hollywood Freeway northbound on-ramp & Moorpark Street (Intersection 161):* This improvement includes signalization of the intersection with permitted left-turn phasing for the eastbound approach. The closest signalized intersection is approximately 430 feet from this location and hence this improvement would not create closely-spaced intersections. Signal warrant worksheets are provided in Appendix M of the transportation Study. As shown in the signal warrants, the intersection does not meet signal warrants with the traffic projections in 2030. Based on consultation with Los Angeles Department of Transportation, this intersection would be monitored and the Applicant or its successor shall install or contribute to the installation of a signal would be installed when traffic volumes warrant the signalization of the intersection. A **significant** Project impact would remain at this intersection until the signal is installed.	This mitigation is one block from Oakwood School and as mentioned in many other sections of this response, the amount of increased traffic on this section of Moorpark is tremendous. A **significant** impact is unacceptable in any event, particularly in this case. This mitigation must have priority and must be done without **significant** impact or the project must be scaled back to a level that will not cause a **significant** impact in this intersection.
72	Traffic Flow and Safety Program: Left Turn Signals	Project has agreed to implement left-turns at key intersections in the vicinity of the Project Site in an effort to improve traffic flow and safety along the corridors as conditions warrant. If the traffic volumes at the intersections meet left-turn phasing warrants, the Project would pay for the installation of the left-turn signals at these intersections. The Project will conduct periodic reviews of left-turn conditions during the implementation of the intersection improvements to determine if left-turn phasing is warranted. It should be noted that these improvements are not required to mitigate the Project's impacts.	All periodic studies and reviews of left-turn conditions must be based on current traffic volume studies. If the studies show that left turn signals are required, the applicant will install such mitigations in a timely manner working with the city in determining the order of intersection mitigation. Current numbers should be used not numbers from 2007.

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72	Traffic Flow and Safety Program: Left Turn Signals	The following locations have been identified for left-turn signals: 11. Vineland Avenue & Moorpark Street – eastbound approach 17. Riverton Avenue/Campo de Cahuenga Way & Ventura Boulevard – westbound approach 19. Lankershim Boulevard & Riverside Drive – eastbound approach 20. Lankershim Boulevard & Moorpark Street – northbound and eastbound Approaches 26. Cahuenga Boulevard & Camarillo Street – all approaches 28. Cahuenga Boulevard & SR 134 eastbound ramps – southbound approach 30. Cahuenga Boulevard & Moorpark Street – northbound and southbound Approaches 34. Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue – northbound approach 116. Radford Avenue/Ventura Place & Ventura Boulevard – eastbound and westbound approaches 117. US 101 southbound on-ramp/Fruitland Drive & Ventura Boulevard –westbound approach 140. Lankershim Boulevard & Chandler Boulevard (North) – northbound approach	Intersections 11, 116, and 117 all impact Studio City neighborhoods. The DEIR does not identify Studio City as having any neighborhoods impacted and this must be corrected. Those Studio City neighborhoods that are impacted must receive impaction mediation as needed.

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72	Traffic Flow and Safety Program: Left Turn Signals	Based on discussions with the Los Angeles Department of Transportation, as part of this program, the Project would also fund the installation of a traffic signal at the intersection of Strohm Avenue & Riverside Drive to make it safer for motorists to turn into and out of Strohm Avenue. This signal would also help in reducing traffic from side streets	Those Studio City neighborhoods that are impacted must receive impaction mediation as needed.
73	(E) Hollywood Event Management Infrastructure	One of the seven major components of the Project's transportation improvement and mitigation program is the implementation of a Transportation System Management program in the form of improvements to the Hollywood Event Management infrastructure. This Project improvement would consist of the installation of signs that 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 events in Hollywood, accidents, etc. This information would help the motorists in using alternative routes of travel thus avoiding long delays and preventing further congestion. As such, the Applicant or its successor shall pay for up to five changeable message signs as part of the Hollywood Event Management infrastructure. It should be noted that these improvements are not required to mitigate the Project's impacts.	The applicant should consult with the Department of Transportation as to the proper number of event signs required and the geographical placement of those signs to insure that this mitigation is sufficient. These signs shall not impact existing uses in the area.
73	Los Angeles County Congestion Management Plan Freeway Segment Improvements	No feasible mitigation measures beyond those identified above are available to address Project impacts to Los Angeles County Congestion Management Plan freeway segments.	Some Freeway segments are significantly impacted as a result of the Project after all mitigation occurs. This is unacceptable and the project must be scaled back to a point that will not cause any freeway **significant unavoidable** impacts.
74	(H) Regional Transit System Capacity Impacts	With implementation of the mitigation measures identified above, all of the **significant** Project impacts related to the regional transit system would be reduced to a less than **significant** level. No additional mitigation is required.	We question the use of one bus to supplement the mass transit system and the time frame for the subsidies tied to it. Shuttle time frames may not be sufficient.

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74	Mitigation B-40	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 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.	All construction parking should occur on site.
74-75	Mitigation B-41	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;	Construction parking configuration should be completely on site. Construction hauling should not take place during peak hours. No construction traffic will be allowed on residential streets. No construction related vehicles will be in residential neighborhoods at any time. Pedestrian safety is critical during and after construction at the main entrance and all other entrances along Lankershim. Additional pedestrian safety mitigations need to be implemented, such as a bridge or completion of the Metro Tunnel. Construction traffic, including hauling, cannot take place during peak hours or on residential streets. The Ventura/ Cahuenga Blvd. Corridor Specific Plan prohibits hauling on Ventura and Cahuenga Boulevards.

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74-75	Mitigation B-41	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.	The applicant will provide funds to the Department of Transportation in the amount necessary to fund the Transportation Neighborhood Traffic Management Plan as per the requirements and specifications of the Los Angeles Department of Transportation. Additionally, the applicant will correct the list of communities set forth in Appendix E-1 of the DEIR to correctly identify all the communities affected including Studio City.

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75 – 76	Mitigation B-42	Pursuant to the schedule established in the final adopted sub phasing program, the Applicant or its successor shall provide funding pursuant to a mechanism, reasonably acceptable to the Los Angeles Department of Transportation in an amount up to $500,000 for implementation of the Los Angeles Department of Transportation's Neighborhood Traffic Management Plan process for the Project set forth in Appendix E-1 of this Draft EIR. Eligible communities shall include the residential neighborhoods within the boundaries listed below and as shown in Figure 82: 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. Kling Street to the north, Lankershim Boulevard to the east, the SR 134 freeway to the south, and Vineland Avenue to the west; 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; d. Franklin Avenue to the north, El Cerrito Place to the east, Yucca Street to the south, and La Brea Avenue to the west; and e. The neighborhood on the west side of Orange Drive between Franklin Avenue and Hawthorn Avenue.	Further studies must be conducted to determine if a **significant** impact would remain after the neighborhood intrusion mitigation is complete. It is unacceptable to leave residential neighborhoods significantly impacted by traffic in residential neighborhoods due to over development of the Project.
75 – 76	Mitigation B-42	Implementation of the improvements may reduce the neighborhood intrusion impacts to less than **significant**. However, as discussed above at this time it is not known whether a particular community will elect to implement a particular set of mitigation measures or if the agreed upon measures will reduce the impacts to less than significance. Therefore, it is conservatively concluded that mitigation of the potential neighborhood intrusion impact will not be feasible and a **significant** traffic intrusion impact in the identified neighborhoods would remain.	Further studies must be conducted to determine if a **significant** impact would remain after the neighborhood intrusion mitigation is complete. It is unacceptable to leave residential neighborhoods significantly impacted by traffic in residential neighborhoods due to over development of the Project.

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76	Project Access (Operational)	Due to physical constraints, no mitigation measures beyond those identified above are available that would fully mitigate the Project's access impacts to less than **significant**	It is unacceptable for the Project to have **permanent significant** impacts at its access points, especially when a large residential neighborhood (the Island Neighborhood in Studio City) is directly across the street and that neighborhood is dependant on one street for egress and ingress. That access street is connected to and dependant on the main entry points of the project directly.
76	Bicycle, Pedstrian & Vechicular Safety Impacts	No **significant** impacts related to bicycle, pedestrian and vehicular safety were identified, and no mitigation measures are recommended.	The bicycle, pedestrian, auto (entrance & exit) along with the shuttle service all end up at the same spot across the street from the Metro station. This creates an unsafe environment for the pedestrians and a bridge or tunnel should be constructed for pedestrians to use. Additionally, there should be an addition bicycle path running east west along the river to allow an additional exit for riders and walkers to exit further up Lankershim beyond the Project access points. This one exit at this point on Lankershim is unacceptable. The East/West road at the northern lot line is necessary.
76	Mitigation B-43	The Project Applicant or its successors shall make a fair-share contribution as determined by Caltrans toward any improvements to the study on- and off-ramps that would mitigate the Project's on- and off-ramp impacts and that are implemented by the year 2030.	The applicant must be responsible for the entire cost of the study.

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77	Mitigation B-44	The Project Applicant or its successors shall make a fair-share contribution as determined by Caltrans toward any improvements to the study freeway segments that would mitigate the Project's freeway segment impacts and that are implemented by the year 2030.	Applicant must have all costs for mitigating freeway impacts in place as CalTrans may not (probably will not) have the funds to contribute. According to the traffic studies included in this DEIR, there are 6 freeway segments that are significantly impacted – even with all mitigation in place – some of which are the 101 north of Campo de Cahuenga, 101 south of Barham and the 101 east of the 405, all of which surround the project. As a result, the project should be scaled back to a point that there would be no **significant** freeway impacts as a result of the project.
81	Paragraph 3	The Project's sub-phasing plan ties the implementation of the traffic improvements proposed as part of the Project with the developments in different zone groups. The following zone groups have been identified for this analysis: 1. Zone A – Studio/Business Areas 2. Zone B – Entertainment Area 3. Zone C - Mixed-Use Residential Area 4. Zones A & B – Studio/Business and Entertainment Areas 5. Zones B & C – Entertainment and Mixed-Use Residential Areas 6. Zones A & C – Studio/Business and Entertainment Areas 7. Zones A, B, & C – Studio/Business, Entertainment, and Mixed-Use Residential Areas	The Project speaks of Applicant & Successors Traffic Mitigation Responsibilities in various aspects of the Project, additionally; the phasing, sub phasing and zones appear to contemplate separate ownership and a division of responsibility. There will likely be multiple successor developers and/or owners in various portions of the project including studio, hotel, theme park, residential, mixed use and retail segments.

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81	Paragraph 3	The Project's sub-phasing plan ties the implementation of the traffic improvements proposed as part of the Project with the developments in different zone groups.	NBC Universal and its parent company shall remain joint and severally liable along with its successor owners for all mitigation measure and required project improvements. This must hold true regardless of the phasing, sub phasing and zone classification of the traffic improvements. In addition, should the mixed use/residential portion be delayed, stalled or its ownership become insolvent, the studio/business area ownership and entertainment ownership shall install all traffic mitigation measures allocated to the mixed use /residential ownership. The residential use must be eliminated as all impacts are **unavoidable** impacts.
82	Paragraph 1	Some of the transportation improvements proposed as part of the Project are shared with the proposed Metro Universal project. The Project's sub phasing plan identifies these improvements and their expected implementation date based on the proposed Metro Universal project phasing plan if that project proceeds. In the event that the proposed Metro Universal project is not approved or is delayed, the Project would pay the full implementation costs of these traffic improvements, in the identified phase, and be reimbursed by the proposed Metro Universal Project if and when that project is built. The implementation of these shared improvements would be determined based on the need for the improvement with respect to the net new trip generation and traffic impacts of the Project per the sub-phasing plan.	The applicant must be prepared to finance all mitigation required without the participation of the Metro Project. There is no clear schedule for the Metro Project and it may be scaled back or not built at all, which if not planned for would create an immense problem for the residents and commuters in the region. Shared mitigations are unacceptable unless all **unavoidable** impacts are eliminated from both projects.

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82	Paragraph 4	*(5) Level of Significance After Mitigation* All traffic mitigation measures within the City shall be completed to the satisfaction of the Los Angeles Department of Transportation. If any of the traffic mitigation measures within the City 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.	The Project should be scaled back to a size that would not leave a **significant** impact after mitigation.
83	(1) Construction	Project impacts related to in-street construction would be less than **significant**.	Rush hour traffic and resident traffic of the Island Neighborhood in Studio City will be severely impacted during in-street work on Lankershim Blvd.
83	(A) Intersection Level Of Service	With implementation of the Transportation Demand Management program, regional and sub-regional transportation improvements, and specific intersection improvements, **significant and unavoidable impacts** would remain at the following nine intersections: (i) Intersection 22: Hollywood Freeway northbound ramps & Campo de Cahuenga Way – afternoon peak hour; Intersection 23: Metro Driveway & Campo de Cahuenga Way – afternoon peak hour; (ii)Intersection 29: Cahuenga Boulevard & Riverside Drive – both peak hours; (iii)Intersection 30: Cahuenga Boulevard & Moorpark Street – both peak hours; (iv)Intersection 33: Lankershim Boulevard & Cahuenga Boulevard – morning peak hour; (v)Intersection 35: Lankershim Boulevard & Main Street – afternoon peak hour; (vi)Intersection 36: Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive – morning peak hour; (vii)Intersection 73: Lankershim Boulevard & Jimi Hendrix Drive - afternoon peak hour; and (viii)Intersection 82: Olive Avenue & Warner Brothers Studios Gate 2/Gate 3 – afternoon peak hour.	It is not acceptable to have any **significant and unavoidable** impacts from this project, and these **significant and unavoidable** impacts are unacceptable. Of the 9 listed, 4 are on Lankershim in front of the Project and two others are across the street. These impacts will affect the Island Neighborhood in Studio City (across the street from the Project) in a very negative way permanently. Those intersections are 22, 23, 33, 35, 36, and 73.

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84	Paragraph 2	An incremental increase in the Vehicle-to-Capacity ratio would occur at the 16 study freeway segments that can be attributed to the Project after the implementation of the Transportation Demand Management program, regional and sub-regional transportation improvements, and specific intersection improvements during the weekday morning and afternoon peak hours, respectively. With implementation of these mitigation measures, **significant** impacts would remain at the following six freeway segments: Segment 1: Hollywood Freeway south of Alvarado Street – afternoon peak hour (southbound); Segment 2: Hollywood Freeway south of Vermont Avenue – afternoon peak hour (southbound); Segment 3: Hollywood Freeway south of Santa Monica Boulevard –afternoon peak hour (southbound); Segment 4: Hollywood Freeway south of Barham Boulevard – morning peak hour (northbound and southbound) and afternoon peak hour (southbound); Segment 5: Hollywood Freeway north of Campo de Cahuenga Way –afternoon peak hour (northbound); and Segment 10: SR 170 north of Magnolia Boulevard – afternoon peak hour (north bound).	Any freeway **significant** impact as a result of the scope of the Project is unacceptable. The Project should be scaled back to a point that mitigation of traffic actually works. Affects Studio City Directly Affects Studio City Directly
84 – 85	(D) Neighbor-hood Impacts	Mitigation measures have been identified to address the Project's neighborhood intrusion impacts and the identified improvements would be applied to the boundaries of the identified neighborhoods to ensure that the cut-through traffic diverted from these neighborhoods moves to the neighboring arterial and collector streets and does not result in a neighborhood traffic intrusion impact within another neighborhood. Implementation of the improvements may reduce the neighborhood intrusion impacts to less than **significant**.	Applicant must redefine the neighborhoods impacted. Studio City is not listed as an impacted Community, even thought traffic mitigation is taking place on Lankershim Blvd, across the street from the Island Neighborhood and from Fruitland and Ventura.

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84 – 85	(D) Neighbor-hood Impacts	At this time it is not known whether consensus would be reached on the implementation of mitigation measures or if the agreed upon measures would reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impacts would not be feasible. Therefore, it is conservatively concluded that a **significant** traffic intrusion impact in the identified neighborhoods would remain.	This which will affect the neighborhood south of Ventura from Lankershim to Vineland and many other Studio City streets and intersections. It is unacceptable to leave any neighborhood with **significant** impact due to the scope of the Project.
85	(E) Project Access	Implementation of the identified mitigation measures would reduce impacts with regard to Project access. However, Project impacts related to Project access would remain **significant** at the following two access locations: 1. Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive – both morning and afternoon peak hours; and 2. Barham Boulevard and Lakeside/Forest Lawn Drive – both peak hours. Therefore, Project access impacts would be **significant and unavoidable**	This can be downgraded by the construction parking being kept on site and the inclusion of the original East/West road that runs along the river giving greater access to the Project both during the construction and after completion.
85	(G) Supplemental Caltrans Analysis	With the implementation of the mitigation measures identified in the section, Project impacts to on- and off-ramp locations would be reduced to less than **significant** levels; whereas weaving impacts would be reduced, but not to a less than **significant** level. No additional mitigation measures beyond those identified for on- and off-ramp and weaving impacts are required to address Project impacts. However, if Caltrans does not implement improvements to reduce impacts on the on- and off-ramps and freeway segments that would be affected by the Project, the Project's on- and off-ramp and weaving impacts would remain **significant and unavoidable**.	The applicant should plan on financially backstopping any and all CalTrans freeway and all on/off ramp mitigation. Additionally, the Project must be reduced in scope to eliminate any **unavoidable significant** impacts after all mitigation measures have been implemented.

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86	(B) Parking	During construction of the Project, an adequate number of on-site parking spaces would be available at all times or the Project would provide a shuttle to an off-site parking location for the construction workers. Therefore, Project construction would result in a less than **significant** impact with regard to the availability of parking spaces.	All construction parking must be on site during all phases.
87	**(B) 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 Project development is approximately 6,785 spaces. The Project includes 6,304 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 the 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 1,912 parking spaces at Project build out, 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, Project impacts related to parking under the proposed County Specific Plan would be less than **significant**.	On site construction parking must be supplied during all phases of the build out of the Project, not just at completion of the build out of the Project.
2343 - 2448	IV. Summary of **Significant and Unavoidable** Impacts	B. Individual Environmental Issues 1. Traffic a. Construction Project impacts with regard to lane and sidewalk closures are concluded to be less than **significant.** However, it is conservatively concluded that **significant** cumulative impacts with regard to lane and temporary sidewalk closures along Lankershim Boulevard only would occur if the sidewalk closures along Lankershim Boulevard from the proposed Metro Universal project and the proposed Project occurred at the same time.	There is no way to tell if the Metro Project will overlap with the Evolution Project, however, given the 21 year time lime of the Evolution Project it is safe to say there will be overlap with Metro or other proposed projects in the area.

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2343 - 2448	IV. Summary of **Significant and Unavoidable** Impacts	B. Individual Environmental Issues 1. Traffic a. Construction - Continued This conclusion primarily results from the duration of the proposed Metro Universal project's potential impacts, as Project impacts would be limited in location, as well as being intermittent and temporary. While **significant** lane closure impacts have the potential to occur, the permit process utilized by the Los Angeles Department of Transportation that the Project would follow is designed to minimize this type of impact (i.e., minimize the potential for multiple lane closures due to the implementation of mitigation measures in the same area at the same time). b. Operations *(1) Roadway Intersections* An extensive series of project design features and mitigation measures have been identified to address the Project's **significant** traffic impacts. While these measures would substantially reduce the Project's intersection impacts, **significant and unavoidable** impacts would remain at the following roadway intersections: Intersection 22: Hollywood Freeway northbound ramps & Campo de Cahuenga Way – afternoon peak hour; Intersection 23: Metro Driveway & Campo de Cahuenga Way – afternoon peak hour; Intersection 29: Cahuenga Boulevard & Riverside Drive – both peak hours; Intersection 30: Cahuenga Boulevard & Moorpark Street – both peak hours; Intersection 33: Lankershim Boulevard & Cahuenga Boulevard – morning peak hour;	Any **Significant or Unavoidable** Impact that remains after the mitigation of the Project is unacceptable. The community should not suffer lasting **Significant** Impacts as a result of the project. Any **Significant** Impacts to Pedestrian, Intersection, freeway off ramps, freeway weaving and Neighborhood Intrusion are avoidable by reducing the size of the Project. **Significant** Impacts are avoidable by reducing the size and design of the Project. The Project must be reduced and redesigned to not impose **Significant** Impacts on the surrounding communities. The Intersections that will have remaining **Significant** Impacts as a result of the project that effect Studio City are #'s 22, 23, 35, 36, and 73. All of these intersections are directly related to the main entrance to Universal and are directly in front of the Metro Station and the Studio City Island Neighborhood. Commuter traffic on Lankershim and Cahuenga will be incredibly affected, and a as result, the Metro Project and the Evolution Project must not under any circumstances take place at the same time.

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2343 - 2448	IV. Summary of **Significant and Unavoidable** Impacts	B. Individual Environmental Issues 1. Traffic a. Construction - Continued Intersection 35: Lankershim Boulevard & Main Street – afternoon peak hour; Intersection 36: Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive – morning peak hour; Intersection 73: Lankershim Boulevard & Jimi Hendrix Drive – afternoon peak hour; and Intersection 82: Olive Avenue & Warner Brothers Studios Gate 2/Gate 3 – afternoon peak hour. In addition to the specific locations identified above, it is important to note that if any of the traffic mitigation measures within the City of Los Angeles or any other jurisdiction are determined to be infeasible as discussed in Section IV.B.1, Traffic Access – Traffic/Circulation, of this Draft EIR, 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 also occur until the implementation of the measure. Cumulative conditions would result in **significant** impacts at several intersections and the proposed Project would contribute to these impacts. Thus, the Project's contribution to impacts under 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**.	

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2343 - 2448	IV. Summary of **Significant and Unavoidable** Impacts	*(2) Los Angeles County Congestion Management Plan* With implementation of the project design features and mitigation measures, **significant** Project and cumulative impacts would remain at the following seven freeway segments: Segment 1: Hollywood Freeway south of Alvarado Street – afternoon peak hour (southbound); Segment 2: Hollywood Freeway south of Vermont Avenue – afternoon peak Segment 3: Hollywood Freeway south of Santa Monica Boulevard – afternoon peak hour (southbound); Segment 4: Hollywood Freeway south of Barham Boulevard – morning peak hour (northbound and southbound) and afternoon peak hour (southbound); Segment 5: Hollywood Freeway north of Campo de Cahuenga Way – afternoon peak hour (northbound); and Segment 10: SR 170 north of Magnolia Boulevard – afternoon peak hour (northbound). *(3) Neighborhood Intrusion Impacts* Proposed project design features and mitigation measures may reduce the Project's **significant** neighborhood intrusion impacts to a less than **significant** level. However, as at this time it is not known whether consensus would be reached on the implementation of mitigation measures or if the agreed upon measures would reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impacts would not be feasible and a **significant** Project and cumulative traffic intrusion impact would remain.	Freeway segments 4, 5 and 10 affect the main entrance to Universal, the Metro Station, the Studio City Island Neighborhood and Ventura Blvd as well as Cahuenga Blvd. This is unacceptable and the project must be scaled back or redesigned to not have a **significant or unavoidable** impact. All Neighborhood Intrusion mitigation measures must be agreed upon in advance of any mitigation measures being approved. The Impacted Neighborhoods need to have a voice in the mitigation measures to be utilized and the list of neighborhoods impacted must include Studio City. Not only is the Island Neighborhood impacted, but Ventura Blvd from Lankershim to Tujunga as well as Lankershim Blvd South area to Wrightwood & Fruitland streets as well as Vineland south of Ventura.

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		(4) Project Access Implementation of the identified mitigation measures would reduce impacts with regard to Project access. However, Project and cumulative impacts related to Project access would remain **significant** at the following two access locations: 1. Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive – both peak hours; and 2. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive – both peak hours. *(5) Supplemental Caltrans Analysis* Caltrans requested that the Project impact analysis include an evaluation of the Project's potential effects on both on- and off-ramps, and on weaving/merging operations along those freeway segments to which the Project would add the most traffic. With the implementation of the project design features and mitigation measures, Project impacts to on- and off-ramp locations would be reduced to less than **significant** levels; whereas weaving impacts would be reduced, but not to a less than **significant** level. No additional mitigation measures beyond those identified for on- and off-ramp and weaving impacts are required to address Project impacts. However, if Caltrans does not implement improvements to reduce impacts on the on- and off-ramps and freeway segments that would be affected by the Project, Project and cumulative on- and off-ramp and weaving impacts would remain **significant and unavoidable**. This conclusion also applies to the Project's No Annexation scenario.	The budget for Neighborhood Intrusion Mitigation will not have a cap on its cost (as it does in the DEIR of $500,000), but rather will be fully funded by the applicant in agreement with the surrounding Neighborhoods The applicant must be responsible for any freeway and/or on & off ramp mitigation to include weaving and shall not rely on CalTrans for any financial participation. If the applicant cannot reduce the impacts of freeway weaving and on and off ramp impaction, the applicant must scale back the project to a point that the freeway system, including on and off ramps can handle

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636	**File IV.B.1 Traffic /Access-Traffic/Circulation**	2. Option I – The haul trucks exiting the Project Site would head west on Buddy Holly Drive and then south on Universal Studios Boulevard, turn left at Cahuenga Boulevard (West), turn left at the US Highway 101 southbound on-ramp, proceeding to State Route 60 East to exit the freeway at the Crossroad Parkway (South) to Puente Hills Landfill, Hacienda Heights, California. On the return route to the Project Site, the trucks would exit US Highway 101 North at Buddy Holly Drive.	The Ventura/Cahuenga Boulevard Corridor Specific Plan prohibits hauling on Cahuenga or Ventura Blvds.
636	Paragraph 4	The projected level of haul truck traffic, in conjunction with the mitigation measures proposed below, is not expected to result in a **significant** traffic impact. With regard to haul truck traffic, outside of the peak hours, the projected level of haul-truck traffic would not adversely affect street operations because of the reduced levels of traffic volumes present during these times. The proposed routes would utilize Forest Lawn Drive, Cahuenga Boulevard (West), Universal Studios Boulevard, and/or Buddy Holly Drive to access the freeways. Forest Lawn Drive and Cahuenga Boulevard (West) are classified as Major Highway Class II in the City of Los Angeles' General Circulation Plan and are designed to accommodate the projected level of truck traffic.	The Ventura/Cahuenga Boulevard Corridor Specific Plan prohibits hauling on Cahuenga or Ventura Blvds. Hauling is prohibited during peak traffic hours.
733 – 737	Table 17 Traffic & Circulation	Analyzed Intersections SEE ATTACHMENT #1	Of the 164 Intersections analyzed, 34 of them are in Studio City and 3 others are within one block of Studio City, thus their impact will affect Studio City. However, Studio City is not listed as an Impacted Neighborhood. There is no way that any mitigation can take place at these intersections without neighborhood impaction in Studio City.

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733 – 737	Table 17 Traffic & Circulation	Analyzed Intersections - Continued SEE ATTACHMENT #1	Studio City must be included as an Impacted Neighborhood and the amount of funds that are earmarked for Neighborhood Impaction must be increased. The Intersections in Studio City are as follows: #'s 1, 4, 5, 7, 14, 22, 23, 34-38, 72, 73, 108, 110-117, 144-149, 151, 157, 160 and 161. Many of these intersections are already rated at D-F and with growth projections will be worse by the project completion date of 2030. Additionally, some of these intersections AFTER MITIGATION will still be rated D-F, which is not acceptable. The project must be scaled back so that no **significant** impact of these intersections remains after mitigation. The 3 intersections near Studio City that have tremendous impact to Studio City are #'s 11, 109 & 158. The same conditions apply as the 34 intersections in Studio City and the same unacceptable **significant** impact cannot occur.

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738-746	Table 18	Level of Service Definitions for Signalized Intersections (Critical Movement Analysis Method) SEE ATACHMENT 2	Table 18 & 19 show the rating system for intersections. This information is necessary to understand the intersection and freeway ratings in the tables to follow.
		&	
738	Table 19	Level of Service Definitions for Unsignalized Intersections (2000 Highway Capacity Manual Unsignalized Method) SEE ATTACHMENT 2	
739-746	Table 20	Existing Conditions Intersection Peak Hour Levels of Service SEE ATTACHMENT 3	Table 20: Of the 34 analyzed intersections in Studio City 6 are rated D-F with currently existing conditions, without growth calculated in. The data this is based on was gathered in 2007. 600 housing units have been completed in Studio City since that data was gathered, thus the ratings are likely incorrect. Those intersections are #'s 11, 14, 111, 115, 146, and 149. Many of these intersections even with mitigation will not improve. It also should be noted that just because an intersection already has a poor rating (D-F) does not mean that the increased traffic caused by the Project will not add to the congestion of the intersection and add to Neighborhood Impaction.

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`747	Table 21	Future with Project Funded Improvements Conditions (Year 2030) SEE ATTACHMENT 4	Table 21 shows the ratings of Arterial Monitoring Stations. Station #38 (Lankershim Blvd & Ventura Blvd/Cahuenga Blvd. is currently rated D am & C pm. and will degrade to E am & E pm. Station #115 (Laurel Canyon Blvd & Ventura Blvd) is currently Rated E am & E pm. and will degrade to F am & F pm. with the Project, including the TDM & funded improvements. If all the calculations are correct and the future planned developments does not exceed projections. Additionally, the traffic data is dated 2007 and does not reflect current traffic data. There is no way these calculations and ratings are correct. It is unacceptable to degrade intersections to an F rating with the TDM and Funded Improvements. The Project must be scaled back as to not cause these intersections to degrade to the projected levels.
748	Table 22	Levels of Service Definitions for Freeway Segments SEE ATTACHMENT 5	Table 22 shows the rating system for freeway segments. This information is necessary to understand the intersection and freeway ratings in the tables to follow.

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749 – 750	Table 23	Existing Conditions – Freeway Segments Peak Hour Levels of Service SEE ATTACHMENT 6	Freeway Segment #5 (US 101 north of Campo de Cahuenga Way is currently rated C in the am peak hours in the North bound direction and E in the South bound direction. In the pm peak hours it is rated E & D. This freeway segment is already impacted without the Project, and it feeds traffic directly into the main entrances of the Project. Freeway Segment #6 (US 101 east of Coldwater Canyon Ave. is currently rated D in the North bound direction and E in the South bound direction during the am peak hours. During the peak pm hours is rated F(0) in the North bound direction and E in the South bound direction. This freeway segment is already extremely impacted and also feeds traffic directly into and out of the Project. The existing F(o) rating in the North bound in the pm peak hours is a night mare scenario when the office building section of the Project leaves work. There is no way this segment will circulate traffic in an efficient manner. This alone shows that the Project must be scaled back.

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749 – 750	Table 23	Existing Conditions – Freeway Segments Peak Hour Levels of Service - Continued SEE ATTACHMENT 6	Freeway Segment #7 (US 101 East of the 405) is currently rated C in the North Bound direction and D in the South bound direction in the am peak hours and D in both the North and South bound directions in the pm peak hours.
756 - 769	Table 25	Trip Generation Estimates for Proposed Projects SEE ATTACHMENT 7	Table 25 shows all of the related projects that could affect the generated traffic in areas that will also affect the Project. The total number of projects is 256 totaling with a total of Trip Generations of 335,184 calculated by the applicant, though many of the proposed projects do not have trip generation estimates. Therefore, this number is a complete guess, though it is a given that the total trip generation number used by the applicant is on the low side and probably very low. Some of these projects are approved and some (most) are proposed. Although these projects are in the San Fernando Valley and on the West side, the 164 intersections studied are in the San Fernando Valley and on the west side as well, thus any project that affects any of the studied intersections or freeway segments affects the traffic and circulation for the Project.

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756 - 769	Table 25	Trip Generation Estimates for Proposed Projects - Continued SEE ATTACHMENT 7	We have only studied the projects that affect the Studio City area and the Ventura/Cahuenga pass. There are 67 projects that affect the area outlined above. 61 of those have a total of 111,357 estimated trips generated. That number of trips generated from the Project in the area described above will have a huge negative impact on Studio City. In addition, there are 6 proposed projects in the area above that do not have estimated trips generated, so the total trips generated number is low. The project must be scaled back in order to accommodate the street and freeway infrastructure.
772-778	Table 28	Future Without Projects Conditions (Year 2030) Intersection Park Hour Levels of Service SEE ATTACHMENT 8	Table 28 shows the future (Year 2030 – completion date of the project) ratings in the am & pm of 164 Intersections. 30 of those intersections affect Studio City. Of those 30 intersections the projected ratings for the am peak hours are: 2 Rated D, 3 Rated E and 7 Rated F. Of those intersections the projected pm peak hours are: 4 Rated D, 3 Rated E and 9 Rated F.

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772-778	Table 28	Future Without Projects Conditions (Year 2030) Intersection Park Hour Levels of Service - Continued SEE ATTACHMENT 8	Keeping in mind that the traffic data was gathered in 2007 and that Studio City has completed 600 additional housing units since then it is safe to say that these figures are incorrect (lower traffic data than actual) and that the projections are not valid and in fact, the impact will be greater than estimated. As shown in previously presented charts (and more later on) the projects size makes the mitigations useless in many instances. The Project must be scaled back to accommodate the traffic infrastructure.
779	Table 29	Future Without Project Conditions (Year 2030) Freeway Segments Peak Hour Levels of Service SEE ATTACHMENT 9	This table shows that the following Freeway Segments will be severely impacted by the completion year of the Project without project conditions: Segment # 5 (US 101 north of Campo de Cahuenga Way) will be rated D in the am North bound and F(o) in the am Southbound. The rating for the pm peak hours is F(o) north bound and D South bound. Segment #6 (US 101 east of Coldwater Canyon Ave) am rating north bound is D and south bound is F(o), the pm ratings are F(o) north bound and F south bound.

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779	Table 29	Future Without Project Conditions (Year 2030) Freeway Segments Peak Hour Levels of Service - Continued SEE ATTACHMENT 9	Segment #7 (US 101 east of I 405) the am rating is D North bound and E South bound. The pm ratings are F North bound and D South bound. These ratings show that the freeway system as it is, cannot handle additional traffic generated by the size of the Project. Additionally, as mentioned previously, the data the above ratings were based on is from 2007, prior to the completion of 600 additional housing units in Studio City, most of which will figure into the above freeway segments. The Project must be scaled down, even with the planned mitigation measures, to accommodate the freeway infrastructure.
780 – 781	Table 30	Project Site Trip Generation – Before TDM Trip Reduction SEE ATTACHMENT 10	This table shows 4,175,971 trips generated with the existing site plus Interim Developments, and 5,730,923 trips generated after build out. That is an increase of 1,554,952. This number of trips generated is impossible to handle even with the mitigation measures planned.

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801	Table 38	Access Impact Analysis – Operational SEE ATTACHMENT 11	This table shows that many of the 164 intersections studied are more severely impacted even after the Project has instituted the TDM and future Funded Improvements. In particular intersection #36 (Lankershim Blvd / Campo de Cahuenga Way/Universal Hollywood Dr. It goes from an A in both the am and pm to an F in both the am & pm. Intersection #53 (Barham Blvd & Lakeside Plaza Dr/Forrest Lawn Dr degrades to an F rating in both am and pm peak hours and this is the point that the proposed north south road will be placed to serve as an entry to the residential portion of the Project.
802 – 812	Table 39	Future With Project With Funded Improvements Conditions (Year 2030) Intersection Peak Hour Levels of Service – Signalized Intersections SEE ATTACHMENT 12	This table shows which intersections show Residual **Significant** Impacts and which mitigation measures are shared with the Metro Project (also referred to as Project 65 in this DEIR). The intersections that show a Residual **Significant** Impact are: Intersection #22 (US 101 North Bound Ramps & Campo de Cahuenga Way) Intersection #23 (Metro Driveway & Campo de Cahuenga Way)

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802 – 812	Table 39	Future With Project With Funded Improvements Conditions (Year 2030) Intersection Peak Hour Levels of Service – Signalized Intersections - Continued SEE ATTACHMENT 12	Intersection # 35 (Lankershim Blvd & Main Street and Intersection #36 (Lankershim Blvd & Campo de Cahuenga Way/Universal Hollywood Dr.) All of these intersections are located at the western main entrance of the project. Traffic from the hotels, theme park, City Walk and some of the office space including the shuttle connections all begin and end here. In addition, the bike path ends here and the Metro Station is directly across the street. This is extremely dangerous and will impact the Island Neighborhood, Campo De Cahuenga and the Metro Station all of which are in Studio City as well as the intersection of Ventura and Lankershim, which is already severely impacted. The Project must be scaled back. These intersections alone will make the access to the freeway and Ventura Blvd, as well as the Project impassible.

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802 – 812	Table 39	Future With Project With Funded Improvements Conditions (Year 2030) Intersection Peak Hour Levels of Service – Signalized Intersections - Continued SEE ATTACHMENT 12	The number of mitigation measures shared with the Metro Project total 32 intersections. There is no way of knowing if and when the Metro Project will ever be started let alone completed and what the Project will entail if it gets started. The applicant can not count on the Metro Project to share any mitigation measures and must fully fund all street and freeway mitigations without the possibility of sharing mitigation costs with the Metro Project or any other proposed project in the area. In fact the shared mitigation measures proposed for the Metro Project leave **unavoidable** impacts before adding the impact from the Porject.
813-815	Table 40	Future Project With Funded Improvements Conditions (Year 2030), Los Angeles CEQA Thresholds Guide Methodology - Intersection Peak Hour Levels of Service – Unsignalized Intersections SEE ATTACHMENT 13`	This table shows that 3 additional unsignalized intersections are planned to be share with the Metro Project. Four intersections are listed as shared: Intersection #32 Cahuenga Blvd & Valley Spring Way; Intersection #72 Lankershim Blvd & Muddy Waters Dr.; Intersection # 73 Lankershim Blvd and Jimi Henndrix Dr.; Intersection # 159 US 101 South Bound Off Ramp & Riverside Dr.

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813-815	Table 40	Future Project With Funded Improvements Conditions (Year 2030), Los Angeles CEQA Thresholds Guide Methodology - Intersection Peak Hour Levels of Service – Unsignalized Intersections - Continued SEE ATTACHMENT 13`	There is no way of knowing if and when the Metro Project will ever be started let alone completed and what the Project will entail if it gets started. The applicant cannot count on the Metro Project to share any mitigation measures and must fully fund all street and freeway mitigations without the possibility of sharing mitigation costs with the Metro Project or any other proposed project in the area.
816	Table 41	Future with Project with Funded Improvements Conditions (Year 2030) Freeway Segments Levels of Service AM Peak Hours SEE ATTACHMENT 14	This table shows the capacities of the 16 Freeway Segments affected by the Project. Intersection # 5 (US 101 North of Campo de Cahuenga Way) & 6 US 101 East of Coldwater Canyon Ave) show that these segments in the future without the Project will be over capacity, and even worse after the Project with Funded Improvements. Again, the traffic data was gathered in 2007 which does not take into account the addition of 600 housing units in Studio City. This clearly indicates that the traffic placed on these two freeway segments that connect to the Project are intolerable for the infrastructure and the community. The Project must be scaled back to accommodate the freeway infrastructure.

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818	Table 43	Regional Transit Impact Analysis SEE ATTACHMENT 15	The applicant stresses that they are performing mitigation measures to insure less traffic to the site both while under construction and afterward. However, the applicant proposes to add one Metro Rapid Bus (line 750 which travels along Ventura Blvd) to help with the traffic switched to rapid transit. This is inadequate as not all the rapid transit customers will go down Ventura Blvd. The applicant must do further traffic studies and invest more money in assisting the current transit system as needed in accordance with the DOT.
819	Figure 42	Study Area Division SEE ATTACHMENT 16	This map shows the area of the intersection study for the Project.
820-822	Figure 43A-43C	Study Area and Analyzed Intersections SEE ATTACHMENT 17	These maps show the locations of the intersections studied by the project.
	Figure 44A	Project Site & Adjacent Analyzed Intersections on Lankershim Blvd SEE ATTACHMENT 18	This map shows the locations of the intersections between the Lankershim/Cahuenga split and Ventura Blvd.
834-836	Figure 46A-46C	Existing Conditions Intersection Level of Service – AM Peak Hour SEE ATTACHMENT 19	This map shows the existing conditions on the intersections studied and show just how impacted these intersections already are. Many of these intersections affect Studio City in a negative way and this points out that the current infrastructure cannot handle the increased traffic caused by the Project. The Project must be scaled back to accommodate infrastructure capacities.

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837-839	Figure 47A-47C	Existing Conditions Intersection Level of Service – PM Peak Hours SEE ATTACHMENT 20	This map shows the existing conditions on the intersections studied and show just how impacted these intersections already are. Many of these intersections affect Studio City in a negative way and this points out that the current infrastructure cannot handle the increased traffic caused by the Project. The Project must be scaled back to accommodate infrastructure capacities.
840	Figure 48	Existing Conditions Freeway Segment Peak Hour Traffic Volumes SEE ATTACHMENT 21	This map shows the freeway segments affected in peak hours. It also shows the total traffic counts during peak hours and illustrated that some segments are already at or near capacity, and that the freeway infrastructure cannot handle the amount of additional traffic the Project will place on these and other freeway segments.
841	Figure 49	Existing Conditions Freeway Segment of Service – AM Peak Hour SEE ATTACHMENT 22	This map clearly shows that there are impacted freeway segments rated below F currently – before the Project, and as stated earlier there will be freeway segments at the Project site that will be rated F or below after mitigations. The freeway infrastructure cannot handle increased traffic from the Project.

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842-846	Figure 50	Existing conditions Freeway Segment Level of Service – PM Peak Hour SEE ATTACHMENT 23	This map clearly shows that there are impacted freeway segments rated below F currently – before the Project, and as stated earlier there will be freeway segments at the Project site that will be rated F or below after mitigations. The freeway infrastructure cannot handle increased traffic from the Project.
847	Figure 52	Location of Related Projects SEE ATTACHMENT 24	This Map shows the proposed projects around the study area. It is obvious, especially since we have no way of knowing which projects will be approved and what they will look like, that the applicant's Project cannot be built at the scale they are proposing. Some of these other projects will be built and the traffic ramifications of those are unknown.
848	Figure 53	Future Base Roadway Improvements (Year 2030) SEE ATTACHMENT 25, 25A & 25B	This map shows the improvements planned by the year of completion of the Project. Interestingly enough, Barham Blvd. does not appear to be marked as widened as the Project proposes. Why is Barham not widened? There is some skepticism as to the widening of Barham, that it will actually be approved, and that it will not additionally impact the bridge over the freeway from Barham to Cahuenga

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848	Figure 53	Future Base Roadway Improvements (Year 2030) - Continued SEE ATTACHMENT 25, 25A & 25B	Additionally, the original East/West road that is to run along the LA River is not on the map. The East/West road is a necessity to relieve traffic from Lankershim just above the Project and carry it to Lakeside Plaza and Forrest Lawn Dr.
40	**Appendix A-1 Proposed City of Los Angeles Specific Plan**	The Specific Plan street system will serve to separate the types of traffic by destination and minimize co-mingling of resident, visitor, and service traffic via two types of roadways: (1) primary access roads, and (2) internal streets or driveways. **STREET SYSTEM** A. Primary Access Roads. 1. The primary access roads to the Studio Production District are Lankershim Boulevard, Universal Hollywood Drive, and Universal Studios Boulevard. 2. The primary access roads to the Mixed-Use Universal City District and Open Space District Nos. 1, 2, and 3 are Barham Boulevard, Buddy Holly Drive,	The original East/West Road that was to run along the LA River, which is mapped out on the Highway General Plan- County of Los Angeles – SEE ATTACHEMENT 3 – and on the Google Maps diagram – SEE ATTACHMENT 4, must remain part of the Project. This road will relieve traffic from Lankershim at the critical intersection of Cahuena and allow traffic to circumvent the 5 entrances on Lankershim and access Barham Blvd at Forest Lawn Drive. Additionally, this road will give access to the proposed Residential Section without having to use Barham Blvd, which will already have increased traffic due to the Project.

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41	**Section 7.2**	REQUIRED TRAFFIC IMPROVEMENTS: A. Phasing plan. Prior to the issuance of the first Substantial Compliance Analysis approval for the first Project developed under this Specific Plan, the Applicant shall submit a Traffic Mitigation Phasing Plan (TMPP) to the Department of Transportation for approval. The Plan shall identify which improvements must be constructed in connection with individual development sites. The Department of Transportation, in consultation with the Director and the Applicant, may modify the approved TMPP, if he or she determines the TMPP to be infeasible.	In no event shall the TMPP (Transportation Mitigation Phasing Plan) be modified by the Project Director or the DOT as to allow a **significant** impact to remain after the Project is completed.
		C. Guarantee of traffic improvements. 1. Prior to the issuance of a building permit for a Project, the Applicant shall guarantee, to the satisfaction of the Department of Transportation, the construction of any required traffic improvements for the Project.	Applicant shall be financially responsible for all traffic mitigations without State, Federal, county or city funds.
42	**Section 7.3**	**RESIDENTIAL PARKING REQUIREMENTS** Automobile parking regulations for residential uses shall be as follows:	
		A. Single-Family Dwellings. Single-Family Dwellings, single-family detached condominiums, and cooperatives. There shall be two covered off-street parking spaces on the same lot for each Dwelling Unit. No guest parking shall be required.	½ Guest parking space shall be provided per Dwelling.
		B. Two-Family Dwellings (Duplexes). There shall be two off-street parking spaces on the same lot for each Two-Family Dwelling Unit. At least one of these parking spaces shall be covered. No additional guest parking shall be required.	½ Guest parking space shall be provided per Dwelling

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		C. Live-Work Dwellings. There shall be two off-street parking spaces on the same lot for each Live-Work Dwelling Unit. At least one of these parking spaces shall be covered. Additionally, at least one-quarter guest parking space per Live-Work Unit.	½ Guest parking space shall be provided per Dwelling
		D. Multi-family dwellings.	
		1. Rental units. For Dwelling Units having less than three habitable rooms, there shall be at least one parking space; for three habitable rooms, there shall be at least one and a half parking space; and for more than three habitable rooms, there shall be at least two parking spaces. No additional guest parking shall be required.	½ Guest parking space shall be provided per Dwelling.
		2. For-sale units (condominiums, cooperatives). For each Dwelling Unit there shall be at least two parking spaces and at least one-quarter guest parking space per Dwelling Unit.	½ Guest parking space shall be provided per Dwelling.
		3. Required parking spaces for multi-family dwellings may be uncovered. All required parking spaces for multi-family dwellings shall be located within 750 feet of the Dwelling Unit that they are intended to serve.	At lease ½ of parking spaces for these units must be covered and within 500 ft of the Dwelling Unit that they are intended to serve.
42 - 43	**Section 7.4**	**COMMERCIAL PARKING REQUIREMENTS** Automobile parking regulations for commercial uses shall be as follows:	
		A. Non-Occupiable structures. No parking spaces shall be required.	Some Commercial Vehicle Parking shall be provided.
		B. Child care facilities. One parking space per classroom or one parking space for every 500 square feet of Floor Area, whichever is greater.	This is not enough parking for the Child Care Center – capacity must be increased.

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42 - 43	Section 7.4	**COMMERCIAL PARKING REQUIREMENTS** Automobile parking regulations for commercial uses - Continued C. Community Serving Uses. 1. Fitness Facility. Four parking spaces for every 1,000 square feet of Floor Area shall be provided. 2. Fire Station. Two parking spaces for each fireman on one shift and three visitor parking spaces shall be provided. 3. Public Library. Two parking spaces per 1,000 square feet of Floor Area up to a maximum of 20 parking spaces. Up to one-half of these spaces may be shared with the retail parking described in Subsection 7.3.E below if the library is constructed in proximity to a community meeting room. In the event that the library is not located near a community room, the total number of parking spaces for library employees and visitors shall be increase by three additional parking spaces. 4. Police Stop Over Station. Two parking spaces shall be provided regardless of Floor Area. 5. Other Community Serving Uses with 1,000 square feet of Floor Area or more. One parking space per 1,000 square feet of Floor Area shall be provided. D. Commercial Office (Includes Studio Office). One parking space for every 500 square feet of Floor Area shall be provided. E. Retail. Four parking spaces for each 1,000 square feet of Floor Area shall be provided. F. Restaurant uses. Four parking spaces for each 1,000 square feet of Floor Area shall be provided.	 If parking is based on Square Footage, there shall be no cap on the number of required spaces. This is completely inadequate. More spaces are needed. Community uses will need more that 1 space per 1000 Sq Ft. This must be increased. Restaurants will require more than this allotment. Must be increased.

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42 - 43	Section 7.4	G. Studio Use, other than Ancillary Support Facilities, Studio Support Facilities, sound stage, and warehouse uses. One space for each 500 square feet of Floor Area shall be provided.	
		H. Ancillary Support Facilities and Studio Support Facilities, other than sound stage and warehouse uses. No automobile parking spaces shall be required.	Loading Zones must be provided for delivery and miscellaneous vehicles away from sensitive uses.
		I. Sound Stage. One space for each 1,000 square feet of Floor Area shall be provided.	This is not enough. Parking must accommodate trailers and craft services, as well as deliveries.
		J. Warehouse. One space for each 1,000 square feet of Floor Area shall be provided.	
		K. For uses not listed above, parking space requirements shall be as set forth in Section 12.21.A.4 of the Municipal Code	Requirements must be disclosed.
43	Section 7.5	**RECREATIONAL PARKING REQUIREMENTS**	
		A. Public Parks. No automobile parking spaces shall be required.	Public Parks must have parking nearby.
		B. Uses within Open Space Districts. No automobile parking shall be required for any use located in Open Space District No. 1, Open Space District No. 2, or Open Space District No. 3, unless otherwise specified in this Specific Plan.	All open space areas shall have parking for cars and bikes, as well as for maintenance vehicles.
44	Section 7.5	Universal City Specific Plan Conceptual Circulation Plan SEE ATTACHMENT 26	Additional Bike Paths should be provided along the LA River connecting the initially planned and still necessary East/West Road to the North South Road, thus giving the bikes a second route to Lankershim without going thru the congested Hotel and Theme Park area.

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45 – 46	**Section 7.6**	**GENERAL PARKING REGULATIONS**	
		B. No roof-top parking shall be permitted on any parking structure within 500 feet of any Existing Off-Site Residential Use.	This distance of parking structure to residential unit is not close enough.
		C. Co-location of Residential Guest Parking. Residential guest parking spaces may be located with parking spaces for retail, restaurant, or other business provided that the maximum distance between the residential building (lot on which it is located) and the nearest point of the parking facility shall be no greater than 750 feet distant there from; said distance to be measured horizontally along the streets between the two lots, except that where the parking area is located adjacent to an alley, public walk or private easement which is easily usable for pedestrian travel between the parking area and the use it is to serve, the 750-foot distance may be measured along said alley, walk or easement.	Residential and retail parking must be exclusive of each other and the distance of 750 feet from parking space to residential unit is too far.
		D. Parking Location.	
		1. All required parking spaces for Dwelling Units shall be located within 750 feet of the Dwelling Unit, which they are intended to serve. All required parking spaces for all other uses may be located anywhere within the Mixed-Use Universal City District.	
		2. Parking requirements for uses located in the Studio Production District shall be permitted to share parking with uses located in the adjacent Universal Studios Specific Plan area, pursuant to Subsection 7.6.E below.	All areas must have their own parking facilities. No shared parking should be allowed.

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		E. Reduced/Shared Parking Plan. The parking requirements listed in Subsections 7.3 through 7.5 of this Section may be modified for reduced or shared parking between two or more uses within this Specific Plan area or the Universal Studios Specific Plan area if the Director determines that a lower total number of parking spaces would provide adequate parking for these uses. A reduced/shared parking plan shall not be required for special events or Temporary Uses, which may utilize shared parking with other uses as needed on a temporary basis. An application for and consideration of a reduced/shared parking plan shall be processed pursuant to the following requirements: 1. Contents of Reduced/Shared Parking Plan. The reduced/shared parking plan shall contain the following information: a. An analysis of parking demand. This analysis shall be conducted by a registered traffic engineer on an hourly basis, from 6:00 a.m. to 12:00 a.m., on a weekday and a weekend day or by other means acceptable to the Director;	The Director cannot make changes in the Residential area and without DOT approval, and community input.
		b. A description of the portion of the Specific Plan area(s) subject to the reduced/shared parking plan; c. A description of the uses, hours of operation, parking requirements, and allocation of parking spaces which demonstrates that adequate parking for each use will be available, taking into account their hours of operation; d. A description of compliance with applicable landscaping and design specifications; and e. A description of the characteristics of the affected uses and/or special programs which will reduce the need for the required number of parking spaces, which may include the availability of alternative transportation modes.	No changes can be made in the residential area. All other changes must have the approval of DOT and community input. Residential area excluded.

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		2. Review. The reduced/shared parking plan application shall be deemed complete within ten days of submittal unless the Director advises the Applicant in writing that the application is considered incomplete and the specific reasons therefore. Within 30 calendar days of receipt of a complete application for a reduced/shared parking plan, the Director shall approve the reduced/shared parking plan application or indicate how the proposed reduced/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 30-day period, the reduced/shared parking plan application shall be deemed approved. The decision of Director shall be final and not appealable. 3. Findings. The Director shall grant a Shared Parking Plan request 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 impact on parking for the surrounding areas or streets.	With DOT and Community approvals. No passive approval is acceptable. All changes must be signed off by the Director and the Applicant. This calculation must be done with the surrounding areas at capacity.
904	Map	Neighborhood Intrusion	The DEIR lists 5 neighborhoods that will experience Neighborhood Intrusion due to the Project, however, Studio City is not listed as one, even though the map on page 904 shows the intersection of Fruitland & Ventura as included in Intruded Neighborhoods. Also there will be intrusion into the Studio City Island Neighborhood from the traffic on Lankershim.

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54	P#1	Traffic mitigation measures	If **significant** impacts remain then who pays the cost to correct the problem? Is it the taxpayer? Is ti Universal or a combination thereof? If the taxpayer then does the taxpayer receive any type of financial incentive such as a dividend check from NBC Universal if they are within 5 miles of the project? Will the City of Los Angeles out of the General Fund have to make all necessary traffic mitigation measures? What happens if the City of Los Angeles declares bankruptcy? Do those contracts related to traffic mitigation become invalid?
54	2	Traffic mitigation measures responsibility	With furloughs and layoffs significantly impacting the Los Angeles Department of Transportation (LADOT) where do they get the resources and manpower to ensure all traffic mitigation measures before, during and after construction is completed.
59	Mitigation Measure B-1	Implementation requirements	The bus program should include Metro transit beyond the one bus line indicated in the project DEIR. Direct connection to Hollywood, Burbank and the Metro Station in North Hollywood would do far more to reduce traffic.
67	Mitigation Measure B-22	Ventura Freeway eastbound on-ramp & Riverside Drive	All state agency budgets are getting cut. If Cal Trans or the DOT do not have the ability to fund these items, then the applicant shall implement the required mitigation

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2 - 3	LA DOT ASSESSMENT LETTER	Traffic Impact Analysis Paragraph 1 B. Trip Generation The source of the trip generation rates used for the office, retail, residential, 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.	The data used to calculate the trip generation for the proposed studio-related and theme park uses cannot be determined utilizing Traffic Surveys from similar studios. There are no similar studios to survey. Additionally, all the traffic data used in the study for the project is dated 2007 and does not reflect the normal daily trips generated based on current use.
3		C. Transit-Oriented Development (TOD) DOT is currently updating the City's policies and procedures on the preparation of traffic impact studies. The new policies will promote the goals of State Assembly Bill 32, support improvements that reduce greenhouse gas emissions by reducing the use of single-occupant vehicle trips, and encourage developers to construct transit and pedestrian-friendly projects with safe and walkable sidewalks to and from the transit stations for project patrons.	Traffic Oriented Development (TOD): How does a project that produces over 36,000 vehicles trips a day promote TOD and conform to AB 32? The Main entrance for autos, and the bike path, as well as for pedestrians, both Universal patrons and Metro Rail patrons all meet at one point. Safety for all of those, especially the pedestrians, is critical. It is not safe to bring everything together at one place. The East West road along the river would elevate this problem by having the bike path exit on Lankershim above the main entrance, as well as on Lakeside Blvd. entrance/exit. Additionally, the safety issue for pedestrians could be lessened by having a pedestrian bridge from the Metro Station to the east side of Lankershim Blvd. at the main entrance to the project.

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3		D. Travel Demand Simulation Model Then, using SCAG socioeconomic forecasts, and the estimated traffic and travel patterns of the 256 related projects in the area (including the proposed Metro Universal project), the model was used to simulate future traffic demands for year 2030.	It is impossible to project which of the 256 proposed projects in the area will move forward, and in fact, if there will be additional projects proposed. Construction phasing is critical to this issue as well. Presently, the Metro Project is unpredictable as to weather it alone will move forward and, if it does, what the project will look like. This estimate is meaningless and a true estimate cannot be determined at this time.
3 - 4		E. 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 88 intersections 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 eight 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. Metro Driveway / Campo de Cahuenga Way (p.m. peak hour) 3. Cahuenga Boulevard / Riverside Drive (both peak hours) 4. Cahuenga Boulevard / Moorpark Street (both peak hours)	**Significant** impacts after funded improvements and mitigation are unacceptable. The Project must be reduced in size and the design of traffic mitigations must be revised so as to not have **significant** impacts after completion of the Project.

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		E. Traffic Impacts Continued 5. Lankershim Boulevard / Cahuenga Boulevard (a.m. peak hour) 6. Lankershim Boulevard / Main Street (p.m. peak hour) 7. Lankershim Boulevard / Campo de Cahuenga Way / Universal Hollywood Drive (a.m. peak hour) 8. Olive Avenue / Warner Brothers Studios Gate 2/Gate 3 (p.m. peak hour) Of these eight intersections, five are expected to operate at a level-of-service (LOS) of D or better after build-out of the project, and three are adjacent to the project site. SEE ATTACHMENT 27	Intersections 1, 2, 5, 6, & 7 are across the street or a block from the Project and will affect the entrance/exit. It will affect the island neighborhood of Studio City permanently, which is unacceptable. The project must be scaled back as to not impact this neighborhood in this way.
4		F. Shared Mitigation Some of the traffic mitigations that were identified in DOT's assessment letter (dated July 24, 2008) as requirements of the Metro Universal project would improve the overall operations of the intersections beyond what is required to mitigate the Metro Universal project's impacts. In these cases, the cost of the improvement and the mitigation credit may be shared with the NBC Universal Evolution Plan project. However, if the Metro Universal project is not approved or delayed, then the applicant for this subject project shall implement the mitigation. Similarly, to the extent that the mitigation measures required for the NBC Universal Evolution Plan would improve the overall operations of an intersection, roadway segment or freeway segment beyond what is required to mitigate the project's impacts, the cost of the mitigation may be shared with the Metro Universal project or other proposed developments.	The Applicant must show financial ability to pay for all mitigation planned. The Metro Project may never get off the ground and there may very well not be any shared expense on any of these mitigations. Even if the Metro Project does begin during the planned construction of the Evolution Plan, construction phasing and the possible changes in either project makes relying on shared mitigation not practical.

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5		II.PROJECT TRANSPORTATION MITIGATION PROGRAM A comprehensive mitigation program has been developed for the 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.	Project Transportation Mitigation Program: "no feasible mitigation measures were identified," why is that phrase acceptable under CEQA and AB 32? The applicant proposes to add one bus to aid transit, which is woefully inadequate. Additionally, they plan on supplying that bus for approximately 1/3 of the construction phases of the project, and paying for that bus for only about 1/3 of the time it is supplied, while expecting the City/State to supplement the fares on the bus for most of the time it is supplied. This is completely unsatisfactory. A new transit study should be completed, since it has been some years since the one used in the proposal, and if implemented, the transit study must be updated during all phases of the construction. Additionally, the project applicant must pay the entire cost of the additional transit needs during the entire construction phase.

Page	Paragraph	Item	Comment
5		II PROJECT TRANSPORTATION MITIGATION PROGRAM - Continued	If no feasible mitigations can be achieved, the Project should be scaled back to work within physical constraints. This Project is located at the "Pinch Point" of the San Fernando Valley and there is little or nothing that can be done to improve freeway and major street issues that currently exist. It is unacceptable to add to this already over capacity traffic situation.
5		A. Transportation Demand Management (TDM) Program Through thoughtful building design and orientation, this project can provide a pedestrian-friendly environment, can promote non-automobile travel and can support the goals of an aggressive trip reduction program.	What specific, "inherent incentives" are being provided for employees, visitors and tenants? When completed pedestrian traffic is exposed to massive vehicle traffic, as well as bicycle traffic, at the main entrance to the site. A pedestrian bridge is needed to get traffic safely across Lankershim, especially to the Metro Station.
6	Paragraph 2	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: bicycle and pedestrian-friendly environment	Will the TDM Program include everything listed? Especially GUARANTEED ride home program and IRS Code 132(f) for pre-tax dollar transit commute expense accounts? TDM approval from the DOT should take place before the project begins. If t not, the DOT should approve the DM measures in phases of the Project as needed. Issuing approval prior to the issuance of the first certificate of occupancy for the Project is too late and unacceptable.

Page	Paragraph	Item	Comment
6	Paragraph 2	bicycle and pedestrian-friendly environment	The Project needs to have a bike path alone the East/West road (which should not be removed from the project) to allow for additional exits and entrances other than the main entrance. Bike safety would be greatly improved if there was more than one entrance/exit, which as it is now would be the main entrance with all the autos and pedestrians.
9	Paragraph 1	The proposed Shuttle System program is acceptable to DOT; however, the program should be guaranteed for a minimum of 20 years.	The project impact is permanent – the shuttle program must be fully funded by the applicant.
9		C. Freeway Interchange Improvements In accordance with the project's traffic mitigation plan, the applicant shall enter into a Highway Improvement Agreement with Caltrans that ensures the applicant's involvement in the design, funding and timely completion of these improvements.	The applicant must be responsible for all costs associated with freeway interchange improvements.
10-11	2. US 101 Freeway/Universal Terrace Parkway (Campo de Cahuenga Way) Interchange	D. Freeway Main Line Improvements According to the traffic study, which includes a freeway impact analysis, the Project is expected to result in **significant** traffic impacts on the freeway system… 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….	All mitigation measures must be worked out before work on the Project begins. The applicant must be financially responsible with finances in place to cover any CalTrans "Fair Share" if the state cannot contribute or contribute in a timely manner.

Page	Paragraph	Item	Comment
		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.	Improvement of the Barham Bridge is a must. This bridge can not handle the traffic now, let alone increased traffic from the Project, especially from the widening of Barham to accommodate the increased traffic for the residential portion of the Project.
12	F. Project Related Transpor-tation Improveme nets	2. North – South Road Connections A new system of streets internal to the Project should be constructed to provide linkage to the North-South Road, to meet emergency vehicle access requirements and to ensure proper access and circulation within the project site. The Applicant shall work with DOT during the tract map approval process on the internal street system design.	What happened to an East/West road as originally proposed? The original project plan called for an East/West road that ran along the river. The County highway map (1980) shows such a road is required. The North/South road that is currently on the plan does nothing to alleviate the traffic and circulation issues the East/West road would eliminate. The East/West road is a must and should be built along with the North/South road.
15		1. Barham Blvd and Cahuenga Blvd (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. This could potentially be a shared mitigation with the Metro Universal project. 3. Barham Blvd and Coyote Canyon Rd (IS #54) – in addition to funding the upgrade of the traffic signal controller, widen to install an additional southbound through lane. This intersection is included in the Barham Blvd. roadway improvement described above.	This mitigation is a huge issue and must be required if the Project moves forward with the residential portion. There is no way this intersection in its current state can handle increased traffic. Items 3-6 are mandatory if the traffic flow is to be controlled on Barham Blvd. and must be included in any final plan and fully funded by the applicant.

Page	Paragraph	Item	Comment
15		4. Barham Blvd and De Witt Dr (IS #52) – widen to install an additional southbound through lane. This intersection is included in the Barham Boulevard roadway improvement described above. 5 Barham Blvd and Lake Hollywood Dr (IS #53) – widen to install an additional southbound through lane. This intersection is included in 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	Items 3-6 are mandatory if the traffic flow is to be controlled on Barham Blvd. and must be included in any final plan and fully funded by the applicant.
20	Paragraph 2	DOT would like to reduce the use of dual right-turn lanes to minimize potential pedestrian conflicts and is currently considering additional signal configuration and operational improvements at this intersection. In the event that DOT recommends the elimination of the double right-turn movement on the northbound and southbound approaches of Lankershim Boulevard, the restriping and/or widening may not be required and the incremental Project impact would increase at this intersection and the intersection would continue to remain **significant**ly impacted.	A **significant** impact at this intersection (Lankershim/ Campo de Cahuenga/ Universal Hollywood) is out of the question. This is the main entrance to the Project and if there is any intersection that must not be left with a **significant** impact, it is this one. Blocked traffic at this intersection would be a nightmare for the Island Neighborhood of Studio City and an extreme safety hazard for the pedestrians and bike traffic.
21-22		H. Neighborhood Traffic Management Program (NTMP) According to the residential street impact analysis included in the traffic study, five 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....	Studio City is not identified as an impacted community, which is incorrect. The Studio City neighborhood south of Ventura at Vineland will be impacted due to work on the 101 south bound on ramp and the construction work on a new on ramp at Fruitland.

Page	Paragraph	Item	Comment
21-22		H. Neighborhood Traffic Management Program (NTMP) - Continued These local street impacts are typically mitigated through the implementation of neighborhood traffic calming measures such as installing speed humps. The applicant has offered up to $500,000 to fund any necessary NTM measures within these five neighborhood boundaries. The applicant has submitted an initial NTMP Implementation Plan to DOT (see **Attachment I**) that sets key milestones and identifies a proposed process in developing a NTM plan for the five identified neighborhoods consistent with DOT policy. 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.	As an impacted neighborhood, speed bumps must be installed on Vineland south of Ventura. The applicant must be responsible for whatever the cost is to mitigate neighborhood intrusion, with no limit or predetermined budget. Studio City is not identified as an impacted community – which is not the case. Studio City is heavily impacted and must be added to the list of impacted neighborhoods. The outreach program should include the Neighborhood Councils that surround the Project.
25	Paragraph 2	V. GENERAL CONDITIONS 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.	Project applicant must guarantee that all mitigation will be financed by the applicant without any funds coming from state or local government agencies. Traffic measurements must be conducted during each phase and if the mitigation(s) are found to be insufficient, the applicant will consult with the DOT and conform to any DOT recommendations on a per phase basis. No Certificate of Occupancy should be issued without the completion of the restructured mitigation(s).

Page	Paragraph	Item	Comment
25	Paragraph 3	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.	SEE APPENDIX 1 CITY OF BURBANK RESONSE If a planned mitigation measure is infeasible and a new mitigation measure is developed, how can that new measure be superior to the measure that is infeasible? There must be no **significant** impacts created by the Project once all the mitigation(s) are in place. If that situation exists, the applicant must scale back the Project so as to not leave the community with a **significant** impact once all mitigation measures are in place.
27	VI. OTHER COM-MENTS	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, the Metro Universal 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.	The applicant is asking to be relieved of the necessity of an original East/West road that the Highway Department has on its 1980 plan to run along the Los Angeles River. The applicant must not be relieved of the necessity of constructing the East/West road as it is invaluable to traffic congestion and circulation by providing an internal entrance and exit other than the main entrance and exit and connect Lankershim Blvd with Lakeside Plaza.

Page	Paragraph	Item	Comment
27	VI. OTHER COM-MENTS	A. Los Angeles River Bike Path – Continued	
		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.	If this road were to remain a requirement to the Project, a bike path could be installed to run next to the road and supply an additional entrance and exit to the project and relieve some of the congestion created by the bike path starting at the main entrance along with the all the auto and pedestrian traffic.
		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).	The Project should be required to remove existing structures in order to include the construction of the required East/West Road. The entire city of Los Angeles is constructing bike paths along the LA River and there is no reason that the applicant should be exempted from the same. With the scope of work this project requires in as far as demolition of existing structures and infrastructure, it can be altered (redesigned) to conform with the city's plan to create a bike path along the entire stretch of the LA River.

Page	Paragraph	Item	Comment
27	VI. OTHER COM-MENTS	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.	The Barham bridge is currently congested at all times of the day and night. It is unacceptable that any widening of any part of Barham, building of any additional residence units in the area (particularly the scope of which the Project plans) and any freeway alteration not include replacement of, expansion of or retrofitting the bridge. Traffic will come to an absolute halt. Additionally, the Ventura/Cahuenga Boulevard Corridor Specific Plan does not allow for traffic to be dumped out onto Ventura Blvd. or Cahuenga Blvd., thus this factor must be considered in any plan that involves Barham Blvd. and or the Barham Bridge. Additionally, the Project applicant must be responsible for any mitigation costs without the expectation of State or local funds.
		CONCLUSION - As stated earlier, this report represents DOT's initial assessment of the project's traffic impacts. Revisions or amendments to this letter may follow as the project proceeds through the environmental review and certification process, or if there are any revisions to the scope of the project. Under the current proposal, the project is expected to result in eight unmitigated traffic impacts after implementation of the proposed transportation mitigation program. Of these eight intersections, five are expected to operate at a level-of-service (LOS) of D or better after build out of the project, and three are adjacent to the project site.	Eight unmitigated traffic impacts are mentioned; why is that acceptable? The project should not leave any **Significant** Impacts of any kind after build out and all mitigation measures are in place.

Page	Paragraph	Item	Comment
28		While mitigations are proposed at these locations that partially mitigate the project's impacts, a **significant** impact still remains. To further reduce the number of unmitigated traffic impacts, consideration should be given to additional project alternatives that are of a reduced density and would, therefore, generate less traffic and result in less traffic impacts. Revisions or amendments to this letter may follow as the project proceeds through the environmental review and certification process, or if there are any revisions to the scope of the project. Under the current proposal, the project is expected to result in eight unmitigated traffic impacts after implementation of the proposed transportation mitigation program. Of these eight intersections, five are expected to operate at a level-of-service (LOS) of D or better after build out of the project, and three 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. To further reduce the number of unmitigated traffic impacts, consideration should be given to additional project alternatives that are of a reduced density and would, therefore, generate less traffic and result in less traffic impacts.	The three **significant** impacts that are adjacent to the property greatly affect the Island Neighborhood of Studio City and are unacceptable. The Project must be scaled back as to not create any **significant** impacts. Additionally, as stated earlier, Studio City is not on the Impacted Neighborhood list provided by the applicant. Studio City must be included as an impacted community on this list and the applicant must pay for all necessary neighborhood impacts during the construction phase of the 21 year build out.

EXHIBITS

EXHIBIT 1

ATTACHMENT B

PROJECT DESCRIPTION
REQUESTED CITY OF LOS ANGELES ACTIONS

Project Location

The NBC Universal Evolution Plan property comprises approximately 391 acres (the "Project Site"), with approximately 95 acres located within the City of Los Angeles, and 296 acres in the unincorporated area of Los Angeles County. The Project Site is generally bounded by the Los Angeles River Flood Control Channel to the north, the Hollywood Freeway to the south (except for the southwest corner of the Project Site which abuts hotel and office towers), Barham Boulevard to the east (except in the area of the Hollywood Manor residential area), and Lankershim Boulevard and the Universal City Metro Red Line Station to the west. The Project Site has been extensively developed over the past 90 years, although the eastern area (the "Back Lot") is currently underdeveloped.

Currently, the portion of the Project Site within City jurisdiction involves several non-contiguous areas surrounding the County portion. The three primary areas of the Project Site currently within City jurisdiction, proceeding clockwise from the northeast, are: (1) approximately 40 acres at the northeastern corner of the Project Site along Barham Boulevard; (2) approximately 11 acres at the southeastern corner of the Project Site along Barham Boulevard and Buddy Holly Drive; and (3) approximately 40 acres along the southern and southwestern portion of the Project Site, adjacent to the Hollywood Freeway and hotel and office towers, which also includes Universal Hollywood Drive and a limited amount of frontage along the north side of Universal Hollywood Drive. The portion of the Project Site currently within County jurisdiction is a contiguous area encompassing most of the northern, central and western portions of the Project Site.

Requested Actions

The Applicant seeks the following discretionary actions from the City of Los Angeles:

- General Plan Amendment/Designation to Regional Commercial and adding Universal City Specific Plan (UCSP) as a corresponding zone;
- Specific Plan Amendment to delete that sliver of the Project Site from within the Mulholland Scenic Parkway Specific Plan;
- Zone Change/Designation to Universal City Specific Plan (UCSP) and Code Amendment to add the Universal City Specific Plan (UCSP) zone;
- Establishment of the Universal City Specific Plan;
- Tentative Tract Maps for mixed-use development (residential and limited neighborhood commercial serving the residential development), including a range of residential types, small-lot subdivision and air space lots (with accompanying Design Guidelines), as well as production-related facilities and studio office uses in the western portion of the Project Site. The Tract Maps will include haul route permit and protected tree removal approvals;
- Development Agreement and Pre-Annexation Agreement;
- Establishment of Community Facilities/Mello-Roos Districts (acquisition and construction).

EXHIBIT 2

Proposed Project

The Applicant is proposing the NBC Universal Evolution Plan (the "Project"), a conceptual plan encompassing the entire 391-acre property. As part of the Project, the Applicant seeks to develop 2,937 residential units, approximately 180,000 square feet of neighborhood retail and community-serving commercial, approximately 250,000 new square feet of studio office and approximately 50,000 new square feet of studio and studio technical support uses in the City portions of the Project Site. As part of the residential development, the Project will establish a Mello-Roos community facilities district (acquisition and construction). In addition, within the remaining County portion of the Site, the Applicant proposes the development of additional studio, office, theme park and entertainment retail (CityWalk), as well as an approximately 450,000 square-foot hotel with up to 500 rooms. The Applicant will seek separate discretionary actions and a separate specific plan from the County of Los Angeles to address development proposed within the County portion of the Project Site.

In addition to the proposed development, the Applicant is seeking approval from the Local Agency Formation Commission (LAFCO) to annex approximately 76 acres (primarily within the Back Lot area) from the unincorporated County into the City of Los Angeles. This will have the effect of placing all of the proposed residential development in the City. The Applicant also seeks to adjust the boundaries between the City and County in other small areas of the property where the boundary lines intrude into buildings and otherwise need adjustment. Accordingly, the Applicant is seeking approval for the detachment of approximately 32 acres of City land to the unincorporated County, which would result in an overall net change of 44 acres annexed from the County to the City. Upon completion of the annexation process, approximately 139 acres will be located within the City of Los Angeles and approximately 252 acres will be located within the unincorporated area of Los Angeles County.

Existing Setting at Project Site

The Project Site is currently used for studio production (e.g., movie, television and commercial), studio office, office, amphitheater, entertainment (e.g., theme park and tram tour), and entertainment retail uses. The site also includes a child care center. The Project Site currently consists of approximately 4.0 million square feet of development.

The Project Site also includes numerous production sets and the Universal Studio Tram Tour which do not account for floor area. In addition, during the public review process for the Project, it is anticipated that the Applicant would construct approximately 150,000 square feet of additional studio, studio office, theme park and CityWalk related facilities as part of its on-going business activities.

Land Use and Zoning Designation

The portions of the Project Site currently within the City of Los Angeles are located within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area, which designates the Project Site with various Residential and Commercial designations. Current Community Plan and zoning designations for the five portions of the Project Site located within the City are as follows: 1) the northeast area of the Project Site along Barham Boulevard is designated Limited Commercial and Very Low Density Residential, with corresponding zoning of C1 and RE20, respectively, and along the Los

EXHIBIT 3

Angeles River Flood Control Channel near Barham Boulevard is designated Open Space; 2) the northwest area of the Project Site located along Lankershim Boulevard is designated Community Commercial with corresponding C2 zoning; 3) the southeast area of the Project Site along Barham Boulevard and Buddy Holly Drive is designated Very Low and Minimum Density Residential, with corresponding zoning of RE20 and RE40, respectively; 4) the southwestern area of the Project Site located along the Hollywood Freeway and adjacent to hotel and office towers is designated Regional Center, as well as Medium and Minimum Density Residential, with a variety of zoning designations including C2, PB, P, RE15 and RE40; and 5) a small portion of land along the north boundary in the middle of the Project Site, adjacent to the Los Angeles River Flood Control Channel, is designated Open Space, with R1 zoning. In addition, the southeast corner of the Project Site is located in the Outer Corridor of the Mulholland Scenic Parkway Specific Plan.

Within the County of Los Angeles, the portion of the Project Site occupied by studio uses is designated Major Industrial within the County's General Plan Land Use Policy Map, with the balance of the Project Site within the County designated as Major Commercial. Corresponding County zoning is M-1½. Accordingly, the Back Lot portion of the Site which is proposed to be annexed to the City of Los Angeles is also currently within the County's Major Industrial land use designation and M-1½ zoning.

Project Characteristics

The NBC Universal Evolution Plan proposes a development program that meets the future needs of the existing businesses located within the Project Site as well as the establishment of a new residential community that meets the future housing needs of the eastern San Fernando Valley in a manner that respects both its on-site and off-site neighbors. The Project proposes the development of additional studio, studio office, office, entertainment retail, and entertainment uses, as well as a hotel in the County portion of the Project Site. In addition, 2,937 residential dwelling units, approximately 180,000 square feet of neighborhood retail and community-serving commercial, approximately 250,000 new square feet of studio office and approximately 50,000 new square feet of studio and studio technical support uses would be constructed within the City portions of the Project Site. To accommodate the new commercial development, approximately 638,000 square feet of existing studio, office and entertainment uses would be demolished. The net new square footage of the proposed Project is approximately 2.01 million square feet of development, as well as 2,937 residential units. As part of the Project, the Universal Studio Tram Tour and a few sets would be removed from the Back Lot area and relocated within the Studio portion of the Project Site. The Project would concentrate this mix of employment, entertainment and housing activities within a regional center, which is located immediately adjacent to a regional transit station. The Project represents excellent urban planning design.

Table 31 (Continued)
Intersection Impact Summary

Level of Service	A.M. Peak Hour	P.M. Peak Hour
C	5	6
D	15	8
E	13	12
F	36	39
Total	**69**	**65**
Total Individual Intersections Impacted	**88**	

EXHIBIT 49

Table 31 (Continued)
Future With Project Conditions (Year 2030) – Before TDM Trip Reduction and Mitigations
Intersection Peak Hour Levels of Service – Signalized Intersections

No.	Intersection	Peak Hour	Future without Project		Future with Project, Before TDM Trip Reduction and Mitigations			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
92. [d]	Buena Vista Street &	A.M.	0.937	E	0.940	E	0.003	NO
	Alameda Avenue	P.M.	0.946	E	0.950	E	0.004	NO
93.	Buena Vista Street/SR 134 EB On-Ramp &	A.M.	1.075	F	1.076	F	0.001	NO
	Riverside Drive/SR 134 WB Ramps	P.M.	1.020	F	1.023	F	0.003	NO
95. [d]	Buena Vista Street &	A.M.	1.121	F	1.128	F	0.007	NO
	Olive Avenue	P.M.	1.099	F	1.103	F	0.004	NO
96. [a, b]	Sepulveda Boulevard &	A.M.	1.291	F	1.292	F	0.001	NO
	Ventura Boulevard	P.M.	1.485	F	1.485	F	0.000	NO
97. [a]	Noble Avenue &	A.M.	0.815	D	0.833	D	0.018	NO
	Ventura Boulevard	P.M.	0.873	D	0.887	D	0.014	NO
98. [a]	Kester Avenue &	A.M.	0.777	C	0.777	C	0.000	NO
	Ventura Boulevard	P.M.	0.818	D	0.832	D	0.014	NO
99. [a]	Willis Avenue &	A.M.	0.676	B	0.695	B	0.019	NO
	Ventura Boulevard	P.M.	0.729	C	0.753	C	0.024	NO
100. [a]	Cedros Avenue (West) &	A.M.	0.784	C	0.803	D	0.019	NO
	Ventura Boulevard	P.M.	0.941	E	0.966	E	0.025	YES
101. [a]	Cedros Avenue (East) &	A.M.	1.078	F	1.100	F	0.022	YES
	Ventura Boulevard	P.M.	0.835	D	0.843	D	0.008	NO
102. [a]	Van Nuys Boulevard &	A.M.	1.125	F	1.149	F	0.024	YES
	Ventura Boulevard	P.M.	1.297	F	1.328	F	0.031	YES
103. [a]	Tyrone Avenue/Beverly Glen Boulevard &	A.M.	0.864	D	0.885	D	0.021	YES
	Ventura Boulevard	P.M.	1.004	F	1.010	F	0.006	NO
104. [a]	Hazeltine Avenue (West) &	A.M.	0.751	C	0.771	C	0.020	NO
	Ventura Boulevard	P.M.	0.871	D	0.897	D	0.026	YES
105. [a]	Stern Avenue (West) &	A.M.	0.597	A	0.619	B	0.022	NO
	Ventura Boulevard	P.M.	0.605	B	0.633	B	0.028	NO
106. [a, b]	Woodman Avenue &	A.M.	0.818	D	0.841	D	0.023	YES
	Ventura Boulevard	P.M.	0.903	E	0.931	E	0.028	YES
107. [a]	Sunnyslope Avenue &	A.M.	0.697	B	0.721	C	0.024	NO
	Ventura Boulevard	P.M.	0.624	B	0.652	B	0.028	NO
108. [a]	Dixie Canyon Avenue &	A.M.	0.665	B	0.688	B	0.023	NO
	Ventura Boulevard	P.M.	0.701	C	0.730	C	0.029	NO
109. [a]	Fulton Avenue &	A.M.	0.857	D	0.879	D	0.022	YES
	Ventura Boulevard	P.M.	0.868	D	0.897	D	0.029	YES

Table 31 (Continued)
Future With Project Conditions (Year 2030) – Before TDM Trip Reduction and Mitigations
Intersection Peak Hour Levels of Service – Signalized Intersections

No.	Intersection	Peak Hour	Future without Project		Future with Project, Before TDM Trip Reduction and Mitigations			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
110. [a]	Valley Vista Boulevard/Ethel Avenue &	A.M.	0.775	C	0.803	D	0.028	YES
	Ventura Boulevard	P.M.	0.765	C	0.797	C	0.032	NO
111. [a]	Coldwater Canyon Avenue &	A.M.	1.217	F	1.244	F	0.027	YES
	Ventura Boulevard	P.M.	1.491	F	1.528	F	0.037	YES
112. [a]	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.744	C	0.773	C	0.029	NO
	Ventura Boulevard	P.M.	0.904	E	0.939	E	0.035	YES
113. [a]	Laurelgrove Avenue &	A.M.	0.609	B	0.636	B	0.027	NO
	Ventura Boulevard	P.M.	0.729	C	0.763	C	0.034	NO
114. [a]	Vantage Avenue &	A.M.	0.682	B	0.712	C	0.030	NO
	Ventura Boulevard	P.M.	0.710	C	0.743	C	0.033	NO
115. [a, b]	Laurel Canyon Boulevard &	A.M.	1.152	F	1.183	F	0.031	YES
	Ventura Boulevard	P.M.	1.069	F	1.107	F	0.038	YES
116. [a]	Radford Avenue/Ventura Place &	A.M.	0.649	B	0.682	B	0.033	NO
	Ventura Boulevard	P.M.	0.640	B	0.654	B	0.014	NO
118. [a]	Lankershim Boulevard/Tujunga Avenue &	A.M.	1.189	F	1.198	F	0.009	NO
	Burbank Boulevard	P.M.	1.170	F	1.179	F	0.009	NO
119. [a]	Vineland Avenue &	A.M.	0.843	D	0.852	D	0.009	NO
	Burbank Boulevard	P.M.	0.798	C	0.805	D	0.007	NO
120. [a]	Cahuenga Boulevard &	A.M.	1.169	F	1.176	F	0.007	NO
	Burbank Boulevard	P.M.	1.080	F	1.087	F	0.007	NO
121. [a]	Cahuenga Boulevard &	A.M.	0.471	A	0.478	A	0.007	NO
	Chandler Boulevard	P.M.	0.706	C	0.716	C	0.010	NO
122.	La Cienega Boulevard &	A.M.	0.831	D	0.841	D	0.010	NO
	Sunset Boulevard	P.M.	1.218	F	1.231	F	0.013	YES
123. [b]	La Cienega Boulevard &	A.M.	1.067	F	1.068	F	0.001	NO
	Santa Monica Boulevard	P.M.	0.916	E	0.920	E	0.004	NO
124. [a]	Laurel Canyon Boulevard &	A.M.	0.607	B	0.612	B	0.005	NO
	Hollywood Boulevard	P.M.	0.754	C	0.755	C	0.001	NO
125. [a]	Crescent Heights Boulevard &	A.M.	1.243	F	1.256	F	0.013	YES
	Sunset Boulevard	P.M.	0.981	E	0.984	E	0.003	NO
126. [a]	Fairfax Avenue &	A.M.	0.950	E	0.967	E	0.017	YES
	Hollywood Boulevard	P.M.	0.875	D	0.882	D	0.007	NO
127. [a]	Fairfax Avenue &	A.M.	0.728	C	0.743	C	0.015	NO
	Sunset Boulevard	P.M.	0.949	E	0.964	E	0.015	YES

Table 31 (Continued)
Future With Project Conditions (Year 2030) – Before TDM Trip Reduction and Mitigations
Intersection Peak Hour Levels of Service – Signalized Intersections

No.	Intersection	Peak Hour	Future without Project		Future with Project, Before TDM Trip Reduction and Mitigations			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
128. [a, c]	La Brea Avenue &	A.M.	-	E	-	E	0.027	YES
	Franklin Avenue	P.M.	-	E	-	E	0.026	YES
129. [a]	La Brea Avenue &	A.M.	1.026	F	1.064	F	0.038	YES
	Hollywood Boulevard	P.M.	0.930	E	0.958	E	0.028	YES
130. [a]	La Brea Avenue &	A.M.	0.929	E	0.950	E	0.021	YES
	Sunset Boulevard	P.M.	1.091	F	1.119	F	0.028	YES
131.	La Brea Avenue &	A.M.	1.076	F	1.091	F	0.015	YES
	Fountain Avenue	P.M.	1.033	F	1.039	F	0.006	NO
132.	La Brea Avenue &	A.M.	0.977	E	0.988	E	0.011	YES
	Santa Monica Boulevard	P.M.	1.080	F	1.088	F	0.008	NO
133. [a, c]	Highland Avenue &	A.M.	-	F	-	F	0.036	YES
	Hollywood Boulevard	P.M.	-	F	-	F	0.055	YES
134. [a]	Highland Avenue &	A.M.	0.930	E	0.981	E	0.051	YES
	Sunset Boulevard	P.M.	0.896	D	0.945	E	0.049	YES
135. [a]	Highland Avenue &	A.M.	0.991	E	1.003	F	0.012	YES
	Fountain Avenue	P.M.	0.793	C	0.808	D	0.015	NO
136. [a, b]	Highland Avenue &	A.M.	0.918	E	0.929	E	0.011	YES
	Santa Monica Boulevard	P.M.	0.938	E	0.941	E	0.003	NO
137. [a]	Kester Avenue (East) &	A.M.	0.697	B	0.716	C	0.019	NO
	Ventura Boulevard	P.M.	0.996	E	1.020	F	0.024	YES
138.	San Vicente Boulevard/Clark St &	A.M.	0.959	E	0.968	E	0.009	NO
	Sunset Boulevard	P.M.	1.117	F	1.125	F	0.008	NO
139. [a]	Cahuenga Boulevard &	A.M.	0.907	E	0.910	E	0.003	NO
	Sunset Boulevard	P.M.	0.814	D	0.824	D	0.010	NO
140. [a]	Lankershim Boulevard &	A.M.	0.594	A	0.606	B	0.012	NO
	Chandler Boulevard (North)	P.M.	0.353	A	0.365	A	0.012	NO
141. [a]	SR 170 SB Ramps &	A.M.	0.776	C	0.789	C	0.013	NO
	Magnolia Boulevard	P.M.	0.606	B	0.611	B	0.005	NO
142. [a]	SR 170 NB Ramps &	A.M.	0.551	A	0.566	A	0.015	NO
	Magnolia Boulevard	P.M.	0.712	C	0.715	C	0.003	NO
144. [a]	Coldwater Canyon Avenue &	A.M.	0.560	A	0.562	A	0.002	NO
	US 101 NB Ramps	P.M.	0.551	A	0.553	A	0.002	NO
145. [a]	Coldwater Canyon Avenue &	A.M.	0.632	B	0.633	B	0.001	NO
	US 101 SB Ramps	P.M.	0.605	B	0.607	B	0.002	NO

Table 31 (Continued)
Future With Project Conditions (Year 2030) – Before TDM Trip Reduction and Mitigations
Intersection Peak Hour Levels of Service – Signalized Intersections

No.	Intersection	Peak Hour	Future without Project		Future with Project, Before TDM Trip Reduction and Mitigations			
			V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?
146. [a]	Coldwater Canyon Avenue &	A.M.	0.953	E	0.957	E	0.004	NO
	Moorpark Street	P.M.	1.103	F	1.105	F	0.002	NO
147. [a]	Laurel Canyon Boulevard &	A.M.	0.765	C	0.765	C	0.000	NO
	US 101 NB Ramps	P.M.	0.692	B	0.692	B	0.000	NO
148. [a]	Laurel Canyon Boulevard &	A.M.	0.735	C	0.736	C	0.001	NO
	US 101 SB Ramps	P.M.	0.646	B	0.646	B	0.000	NO
149. [a]	Laurel Canyon Boulevard &	A.M.	1.174	F	1.179	F	0.005	NO
	Moorpark Street	P.M.	1.287	F	1.296	F	0.009	NO
150. [a]	Colfax Avenue &	A.M.	1.000	E	1.002	F	0.002	NO
	Riverside Drive	P.M.	1.005	F	1.007	F	0.002	NO
151. [a]	Colfax Avenue &	A.M.	0.864	D	0.867	D	0.003	NO
	Moorpark Street	P.M.	0.654	B	0.656	B	0.002	NO
152. [a]	Lankershim Boulevard &	A.M.	0.758	C	0.771	C	0.013	NO
	Chandler Boulevard (South)	P.M.	0.609	B	0.624	B	0.015	NO
153. [d]	Hollywood Way &	A.M.	1.265	F	1.271	F	0.006	NO
	Verdugo Avenue	P.M.	1.162	F	1.172	F	0.010	YES
154. [d]	Hollywood Way &	A.M.	1.277	F	1.283	F	0.006	NO
	Magnolia Boulevard	P.M.	1.053	F	1.062	F	0.009	NO
155. [d]	Buena Vista Street &	A.M.	1.012	F	1.013	F	0.001	NO
	Verdugo Avenue	P.M.	1.176	F	1.184	F	0.008	NO
156. [d]	Buena Vista Street &	A.M.	1.068	F	1.073	F	0.005	NO
	Magnolia Boulevard	P.M.	1.147	F	1.148	F	0.001	NO
160. [a]	Vineland Avenue &	A.M.	0.724	C	0.771	C	0.047	YES
	US 101 SB Ramps	P.M.	0.664	B	0.687	B	0.023	NO

[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] *Denotes CMP arterial monitoring station.*
[c] *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.*
[d] *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.*

Source: Gibson Transportation Consulting, Inc., March 2010.

EXHIBIT 4

neighborhood. For example, turn restrictions limit the ability of vehicles to move from the main corridor to the alternative neighborhood streets during peak hours; cul-de-sacs and street closures cut off the ability to connect to the main corridors; and speed humps and stop signs slow the travel time on neighborhood streets which eliminates the incentive to divert from the main corridor. However, traffic calming measures are also sometimes considered undesirable to a neighborhood because they may alter the neighborhood's character or annoy residents (e.g., having to stop at multiple intersections, reduced lanes, etc). Whether such measures are helpful or undesirable overall depends on each community's preferences and so it is inherently subjective unless and until a specific neighborhood intrusion impact is observed and studied, measures are developed to address the traffic intrusion, and the community is consulted and polled to determine the community's wishes. If the community does not support the mitigation actions, then they are deemed by the Los Angeles Department of Transportation policy to be infeasible and will not be imposed upon a community that does not want them.

Due to the uncertainties surrounding the potential neighborhood intrusion impact, including the uncertainty over whether any such impact will even occur, to be conservative, for purposes of this analysis, the potential impact is considered significant and a Neighborhood Traffic Management Plan process by which the potential impact can be identified and mitigated has been incorporated into the mitigation for neighborhood intrusion impacts (refer to subsection 5, Mitigation Measures). However, because it is possible that a significant impact may occur and that one or more neighborhoods might determine that it does not want to implement the mitigation actions, it is not possible to determine now whether such a potential neighborhood intrusion impact would be fully mitigated were it to occur. Accordingly, it is conservatively concluded that with the identified mitigation the potentially significant impact will not be fully mitigated. Accordingly, as a further step, this impact is treated as significant even after the implementation of all feasible mitigation measures.

Intersections along the arterial corridors that are projected to operate at Level of Service E or F under Future-with-Project conditions are also identified on Figure 73A on page 903.

As can be seen, corridors to which 1,200 or more daily trips are projected to be added by the Project, before Transportation Demand Management trip reduction and mitigations, include:

- Lankershim Boulevard between Ventura Boulevard/Cahuenga Boulevard and Camarillo Street/Vineland Avenue;

- Cahuenga Boulevard between Lankershim Boulevard and the Ventura Freeway eastbound ramps;
- Riverside Drive between Evergreen Street/Alameda Avenue and Camarillo Street/Tujunga Avenue;
- Tujunga Avenue between Camarillo Street/Riverside Drive and the State Route 170 northbound on-ramp;
- Moorpark Way/Moorpark Street between Cahuenga Boulevard and Riverside Drive/Ledge Avenue;
- Barham Boulevard between Olive Avenue and Cahuenga Boulevard;
- Forest Lawn Drive between Barham Boulevard/Lakeside Plaza Drive and the Ventura Freeway eastbound ramps;
- Olive Avenue between Barham Boulevard and Hollywood Way;
- Pass Avenue between Olive Avenue and the Ventura Freeway eastbound off-ramp;
- Cahuenga Boulevard (East) between Barham Boulevard/Buddy Holly Drive and Mulholland Drive;
- Cahuenga Boulevard (West) between Lankershim Boulevard/Ventura Boulevard and Highland Avenue/Pat Moore Way;
- Highland Avenue between Cahuenga Boulevard (West)/Pat Moore Way and Sunset Boulevard;
- Ventura Boulevard between Lankershim Boulevard/Cahuenga Boulevard and the Hollywood Freeway southbound on-ramp;
- Ventura Boulevard between Riverton Avenue/Campo de Cahuenga Way and Fulton Avenue;
- Campo de Cahuenga Way between Lankershim Boulevard/Universal Hollywood Drive and Riverton Avenue/Ventura Boulevard; and
- Universal Studios Boulevard between Universal Center Drive/Buddy Holly Drive and Cahuenga Boulevard (West).

The presence of congested cumulative conditions and the availability of local street(s) providing a parallel route of travel in the vicinity of congested portions of the corridors were then investigated for each of the corridors. The following discusses the results of this investigation for each corridor:

- Lankershim Boulevard between Ventura Boulevard/Cahuenga Boulevard and Camarillo Street/Vineland Avenue – 10 intersections along the Lankershim Boulevard corridor from Ventura Boulevard/Cahuenga Boulevard to Camarillo Street/Vineland Avenue are projected to operate at Level of Service E or F include:

    - Lankershim Boulevard at Vineland Avenue/Camarillo Street;
    - Lankershim Boulevard at Riverside Drive;
    - Lankershim Boulevard at Moorpark Street;
    - Lankershim Boulevard at Muddy Waters Drive;
    - Lankershim Boulevard at Valleyheart Drive/James Stewart Avenue;
    - Lankershim Boulevard at Main Street;
    - Lankershim Boulevard at Jimi Hendrix Drive;
    - Lankershim Boulevard at Campo de Cahuenga Way/Universal Hollywood Drive;
    - Lankershim Boulevard at Hollywood Freeway northbound off-ramp; and
    - Lankershim Boulevard at Ventura Boulevard/Cahuenga Boulevard.

  No parallel alternative routes via local residential streets are available as a bypass to Lankershim Boulevard between the Muddy Waters Drive and Ventura Boulevard/Cahuenga Boulevard intersections, and around the Vineland Avenue/Camarillo Street intersection. Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.

  A potential alternative route that would avoid the Lankershim Boulevard & Moorpark Street intersection could be Woodbridge Street to Cartwright Avenue to Riverside Drive and back to Lankershim Boulevard. Therefore, there is a potential for a significant neighborhood intrusion impact in this area, before Transportation Demand Management Trip Reductions and before mitigation.

  A potential alternative route that would avoid the Lankershim Boulevard & Riverside Drive intersection could be Landale Street to Vineland Avenue to Hortense Street. Therefore, there is a potential for a significant neighborhood intrusion impact in this area, before Transportation Demand Management trip reductions and mitigation.

- Cahuenga Boulevard between Lankershim Boulevard and the Ventura Freeway eastbound ramps – The four intersections along the Cahuenga Boulevard

corridor from Lankershim Boulevard to the Ventura Freeway eastbound ramps projected to operate at Level of Service E or F are:

- Cahuenga Boulevard at Ventura Freeway eastbound ramps;
- Cahuenga Boulevard at Riverside Drive;
- Cahuenga Boulevard at Moorpark Street; and
- Cahuenga Boulevard at Valley Spring Lane.

A potential alternative route that would avoid the Cahuenga Boulevard & Riverside Drive, Cahuenga Boulevard & Moorpark Street, and Cahuenga Boulevard & Ventura Freeway eastbound ramps intersections could be Valley Spring Lane to Ledge Avenue to Sarah Street and back to Cahuenga Boulevard. Therefore, there is a potential for a significant neighborhood intrusion impact in this area, before Transportation Demand Management trip reductions and mitigation.

No parallel alternative routes via local residential streets are available as a bypass to Cahuenga Boulevard around the Valley Spring Lane intersection. Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.

- Riverside Drive between Evergreen Street/Alameda Avenue and Camarillo Street/Tujunga Avenue – The six intersections along the Riverside Drive corridor from Evergreen Street/Alameda Avenue to Camarillo Street/Tujunga Avenue projected to operate at Level of Service E or F are:

  - Riverside Drive at Camarillo Street/Tujunga Avenue;
  - Riverside Drive at Ventura Freeway eastbound on-ramp;
  - Riverside Drive at Lankershim Boulevard;
  - Riverside Drive at Cahuenga Boulevard;
  - Riverside Drive at Ledge Avenue/Moorpark Way; and
  - Riverside Drive at Forman Avenue.

  No parallel alternative routes via local residential streets are available as a bypass to Riverside Drive around the Camarillo Street/Tujunga Avenue intersection. Due to the physical barriers created by the Ventura Freeway to the north and the presence of other Level of Service E or F intersections along Moorpark Street to the south, no parallel alternative routes via local residential streets are available as a bypass to Riverside Drive around the Ventura Freeway eastbound on-ramp, Lankershim Boulevard, and Cahuenga Boulevard

intersections. Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.

A potential alternative route that would avoid the Ledge Avenue/Moorpark Way & Riverside Drive and Forman Avenue & Riverside Drive intersections could be Strohm Avenue to Moorpark Street to Talofa Avenue and back to Riverside Drive. Therefore, there is a potential for a significant neighborhood intrusion in this area, before Transportation Demand Management trip reductions and mitigation.

- Tujunga Avenue between Camarillo Street/Riverside Drive and the State Route 170 northbound on-ramp – The sole intersection along the Tujunga Avenue corridor from Camarillo Street/Riverside Drive to the State Route 170 northbound on-ramp projected to operate at Level of Service E or F is the intersection of Tujunga Avenue at Camarillo Street/Riverside Drive. No parallel alternative routes via local residential streets are available as a bypass to Tujunga Avenue around the Camarillo Street/Riverside Drive intersection. Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.

- Moorpark Way/Moorpark Street between Cahuenga Boulevard and Ledge Avenue/Riverside Drive – The two intersections along the Moorpark Way corridor from Cahuenga Boulevard to Ledge Avenue/Riverside Drive projected to operate at Level of Service E or F are the intersections of Moorpark Street at Cahuenga Boulevard and Moorpark Way at Ledge Avenue/Riverside Drive. A potential alternative route that would avoid the Cahuenga Boulevard & Moorpark Street and Ledge Avenue/Moorpark Way & Riverside Drive intersections could be Bloomfield Street to Ledge Avenue to Moorpark Street to Placidia Avenue to Riverside Drive. Therefore, there is a potential for a significant neighborhood intrusion impact in this area, before Transportation Demand Management trip reductions and mitigation.

- Barham Boulevard between Olive Avenue and Cahuenga Boulevard – The six intersections along the Barham Boulevard corridor from Olive Avenue to Cahuenga Boulevard projected to operate at Level of Service E or F are:

    - Barham Boulevard at Cahuenga Boulevard;
    - Barham Boulevard at Buddy Holly Drive/Cahuenga Boulevard;
    - Barham Boulevard at De Witt Drive;
    - Barham Boulevard at Lake Hollywood Drive;
    - Barham Boulevard at Coyote Canyon Road; and
    - Barham Boulevard at Lakeside Plaza Drive/Forest Lawn Drive.

EXHIBIT 5

SECTION 1: AUTHORITY AND SCOPE

Section 1.1 ESTABLISHMENT OF THE UNIVERSAL CITY SPECIFIC PLAN

A. A Specific Plan is a regulatory land use ordinance, which controls or provides a framework for the systematic implementation of the General Plan of the City of Los Angeles (City). The Universal City Specific Plan is hereby established and is applicable to that area of the City shown within the heavy dashed lines on the Universal City Specific Plan Map shown on Exhibit No. 1, including the Existing Southern Entry Point Sign located at the intersection of Universal Studios Boulevard and Cahuenga Boulevard. The Universal City Specific Plan area includes those portions of the property shown on Exhibit No. 1A to be detached from the County and annexed to the City.

B. In order to regulate the use of property as provided for in this Specific Plan, the Specific Plan is divided into one Existing Use Overlay, shown on Exhibit 4, and five Land Use Districts and one Overlay Subdistrict: (i) Open Space District No. 1; (ii) Open Space District No. 2; (iii) Open Space District No. 3; (iv) Mixed-Use Universal City District, and (v) Studio Production District. The Technical Support Overlay Subdistrict is located within the Mixed-Use Universal City District. The location and boundaries of these five Districts and one Overlay Subdistrict are shown on the Universal City Specific Plan Land Use Map, Exhibit No. 2.

Section 1.2 RELATIONSHIP TO THE LOS ANGELES MUNICIPAL CODE

A. The regulations of this Specific Plan are in addition to those set forth in the Los Angeles Municipal Code (Municipal Code), including the planning, zoning and subdivision provisions of the Municipal Code, and any other relevant ordinances; and do not convey any rights not otherwise granted under the provisions and procedures contained in Chapter I and other relevant ordinances, except as specifically provided herein.

B. Whenever provisions of this Specific Plan differ either in being more restrictive or less restrictive from provisions contained in the Municipal Code or other relevant ordinances, this Specific Plan shall supersede those other provisions. Whenever this Specific Plan is silent, the provisions of the Municipal Code or other applicable ordinances shall apply.

C. The regulations contained within this Specific Plan regarding floor area ratio, maximum densities, lot widths, lot area, building separations, and yards shall supersede any regulations within the Municipal Code or other relevant ordinances.

D. Without limiting the above paragraphs, the regulations and procedures in this Specific Plan shall supersede and serve as a substitute ordinance for the following provisions of the Municipal Code:

1. Site Plan Review. Section 16.05.

2. Mini-Shopping Center and Commercial Corner Development Regulations. Section 12.22.A.23 and Section 12.24.W.27.

3. FAR Averaging. Section 12.24.W.19.

4. Hillside Slope Density Formula. Sections 17.05.C and 17.50.E.

5. Major Development Projects. Section 12.24.U.14

6. Specific Plan Project Permit Compliance and Modifications. Sections 11.5.7.C and 11.5.7.D.

7. Specific Plan Exception, Amendment and Interpretation. Sections 11.5.7.F, 11.5.7.G and 11.5.7.H only with regard to the body with authority (i.e., the City Planning Commission shall have authority instead of the Area Planning Commission) and the time limitations for rendering a decision.

8. Transitional Height. Sections 12.21.1.A.10 and 12.24.X.22.

9. Parking Requirements. Section 12.21.A.4 through 12.21.A.6.

10. Reduced or Shared Parking. Sections 12.24.X.19 and 12.24.X.20.

11. Transportation Demand Management and Trip Reduction Measures. Section 12.26.J.

12. Recreation Fees. Sections 12.33 and 17.07.N.

13. Hillside Regulations. Section 12.21.A.17.

14. Landscape Regulations. Sections 12.40 through 12.42.

15. Regulations regarding alcoholic beverages (consumption and sales), live entertainment, and public dancing. Sections 12.21.A.10, 12.24.W.1, 12.24.W.18, and 12.24.X.2.

16. Retaining Wall Regulations. Sections 12.21.C.8 and 12.24.X.26.

17. Wireless Telecommunication Facilities Regulations. Sections 12.21.A.20 and 12.24.W.49.

18. Lighting Regulations. Sections 12.21.A.7(c) and 93.0117.

19. Sign Regulations. Sections 14.4.1 through 14.4.20.

20. Live/Work Regulations. Section 12.24.X.13.

21. Protected Tree Regulations. Sections 17.05.R, 17.06.C and Chapter IV, Article 6.

22. Residential Open Space Requirements for multi-family units. Sections 12.21G and 17.07.N.

23. Streetscape Regulations. Sections 12.37.H, 17.05.A through 17.05.B, 17.05.D through 17.05.E, and Chapter 1, Article 8.

24. Street Lighting Regulations. Section 17.08.C.

25. Studio Production and filming. Section 12.24.U.15 and 12.24.X.23.

26. Subdivision Design Standards. Section 17.05.D through 17.05.J, 17.05.O, 17.05.P

27. Park and Recreation Site Acquisition and Development. Sections 17.12 and 17.58.

28. Subdivision Requiring Import or Export of Earth. Section 17.15

29. Green Building Program. Section 16.10 only with regard to exempting Existing Uses and Production Activities from compliance.

Section 1.3 RELATIONSHIP TO THE GENERAL PLAN

The General Plan is a comprehensive long-range policy document that guides the ultimate physical development of the City. The General Plan includes certain state-mandated elements related to land use, circulation, housing, conservation, open space, noise, and safety. Whereas the General Plan is a broad policy document, a specific plan is a policy statement and implementation tool that is used to address a single project or planning area. A specific plan must be consistent with the General Plan by furthering the objectives and policies of the General Plan, and not obstruct their attainment, pursuant to California Government Code Section 65454.

The Specific Plan is consistent with the land use; housing; urban form and neighborhood design; open space and conservation; and transportation goals and objectives of the General Plan including the Framework Element. Identified as a Regional Center on the Framework Element's Land Use Diagram, a Regional Center is an area in which services and land uses are concentrated, and includes offices, retail, restaurants, telecommunication centers, entertainment, major cultural facilities, hotels, major transit facilities, multi-family housing, and small parks and other community oriented activity facilities.

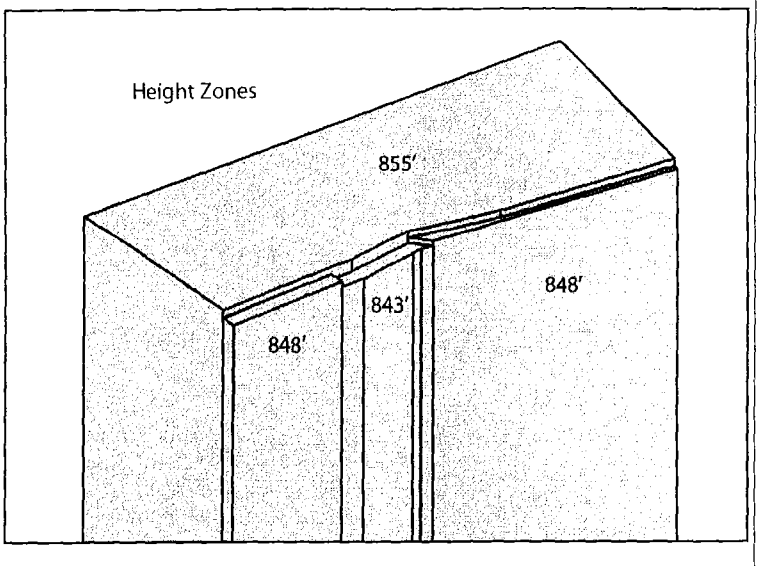
Section 1.4 RELATIONSHIP TO THE COMMUNITY PLAN

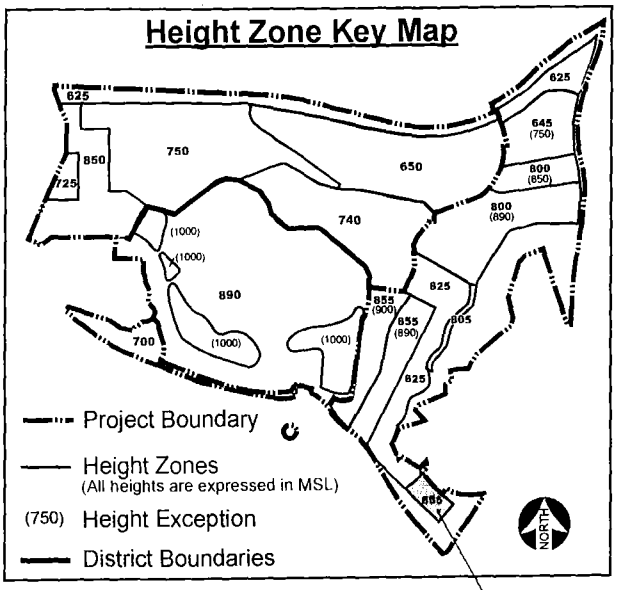
A Community Plan is a focused planning policy document that designates the distribution of types, amounts, and location of land uses for a particular area of the City. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan is one of 35 Community Plans that comprise the Land Use Element of the General Plan. The Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan is applicable to the Universal City Specific Plan area. The Community Plan is consistent with the objectives and policies of the General Plan; the Specific Plan is a more focused regulatory document that is consistent with both the Community Plan and General Plan and reflects the unique constraints and opportunities of the Specific Plan area. The Specific Plan creates a regulatory framework that accounts for the special needs of the Specific Plan area and the surrounding community, and allows flexibility for adapting to future changes that could occur in public and private industries and markets.

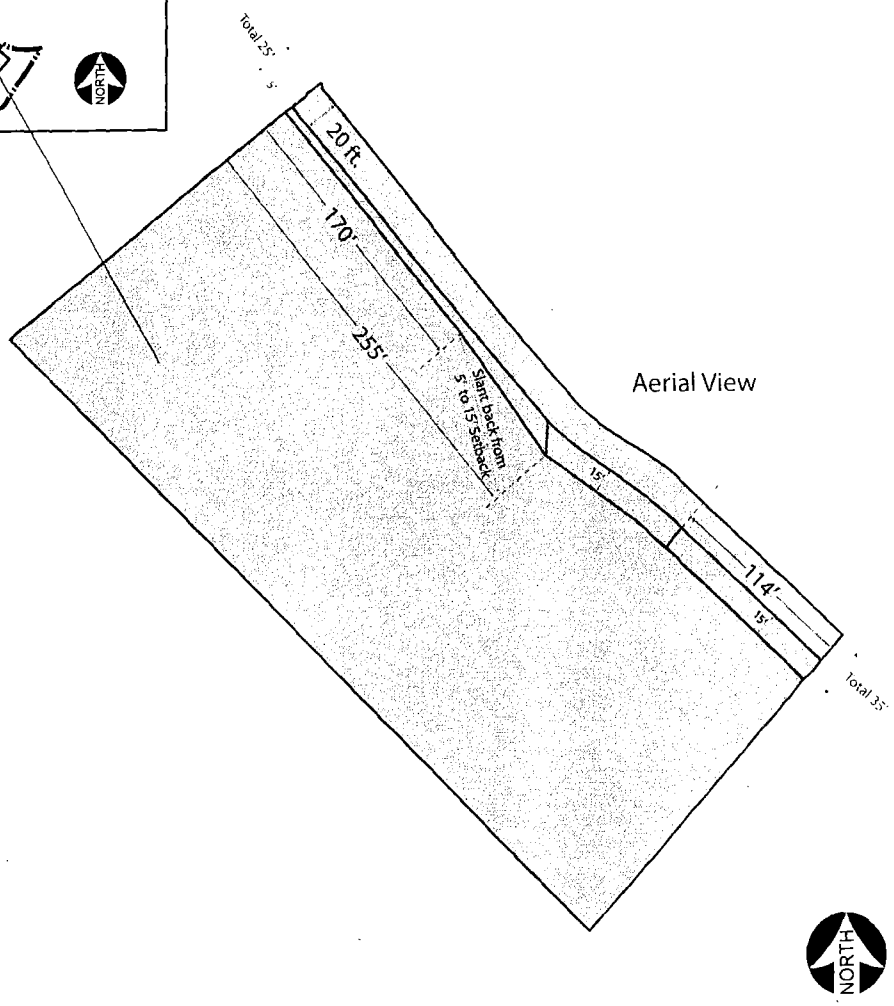
Section 1.5 RELATIONSHIP TO CEQA

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 City Specific Plan. The EIR (SCH No. 2007071036) identifies potential effects on the environment of the NBC Universal Evolution Plan project and sets forth mitigation measures to lessen those impacts.

EXHIBIT 6a







Height Zones

855'

848'

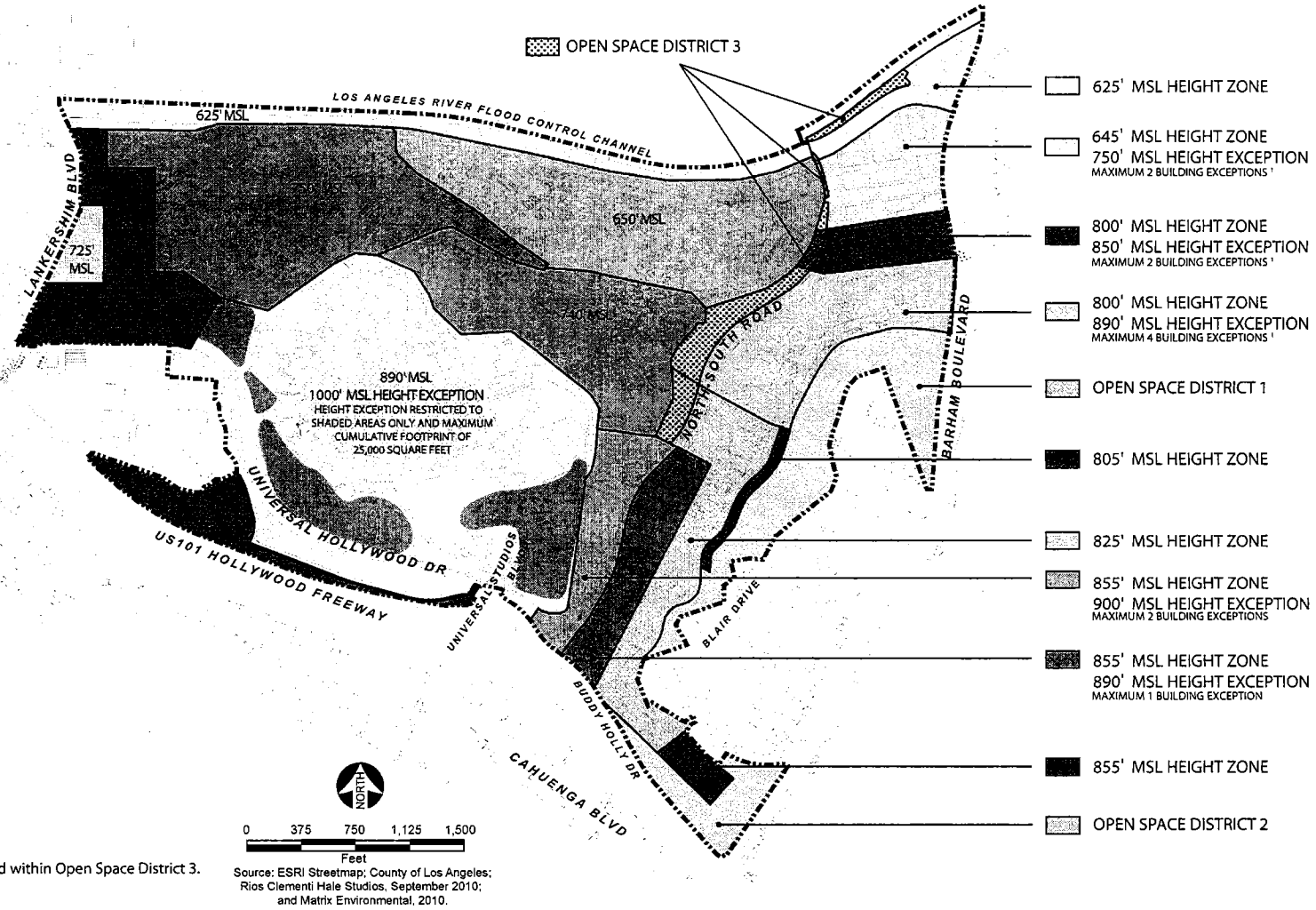
843'

Setback Area
(No building permitted)

Source: Matrix Environmental, 2010.

matrix environmental

Figure 173
Maximum Allowable Heights
Pursuant to Mitigation Measure E.1-4



Note:

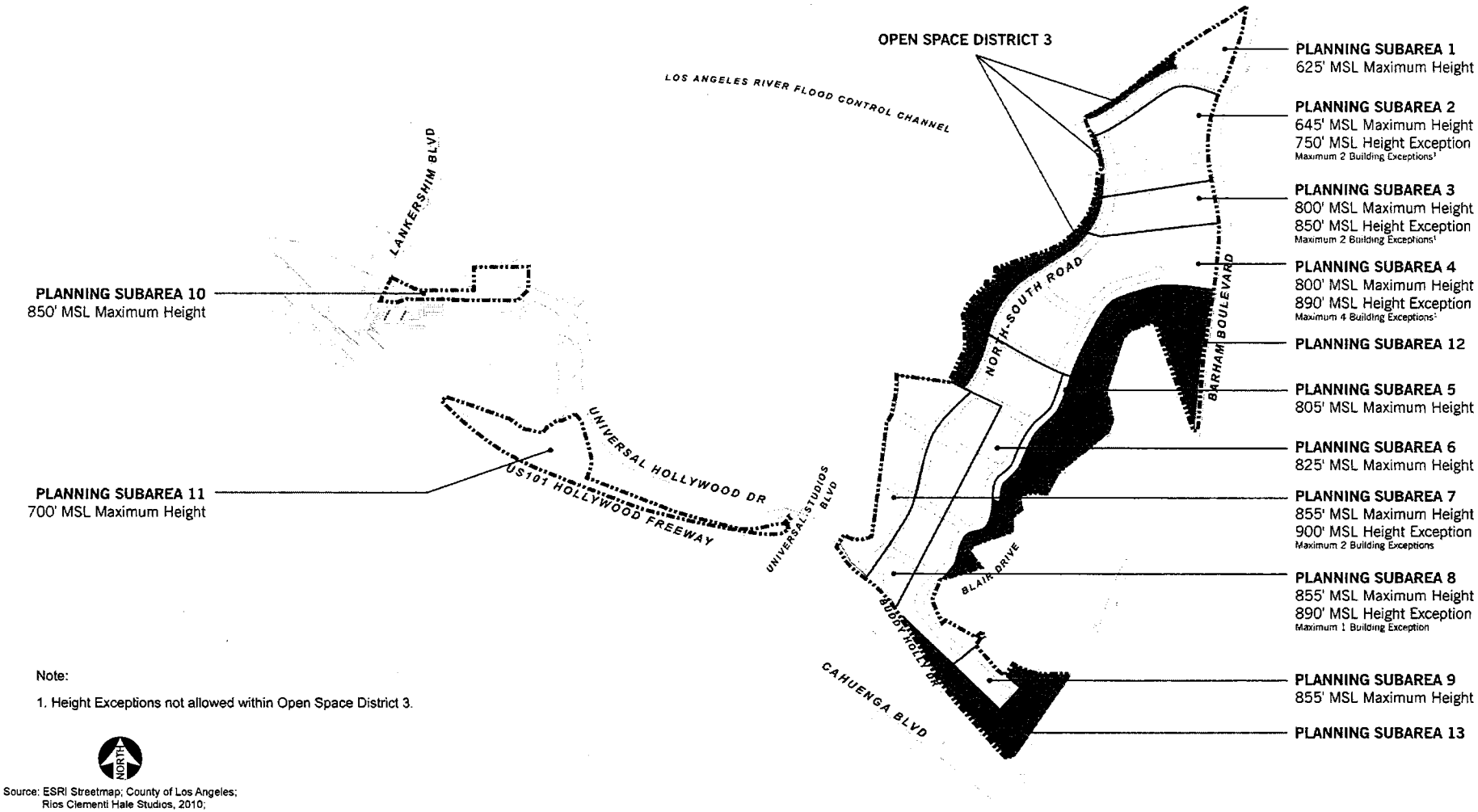
1. Height Exceptions not allowed within Open Space District 3.

Source: ESRI Streetmap; County of Los Angeles; Rios Clementi Hale Studios, September 2010; and Matrix Environmental, 2010.

matrix environmental

Figure 38
Proposed Height Zones Map

EXHIBIT 6b



Note:

1. Height Exceptions not allowed within Open Space District 3.

NORTH

Source: ESRI Streetmap; County of Los Angeles; Rios Clementi Hale Studios, 2010; and Matrix Environmental, 2010.

matrix environmental

Figure 41
Planning Subareas and Height Limits Map

EXHIBIT 6e

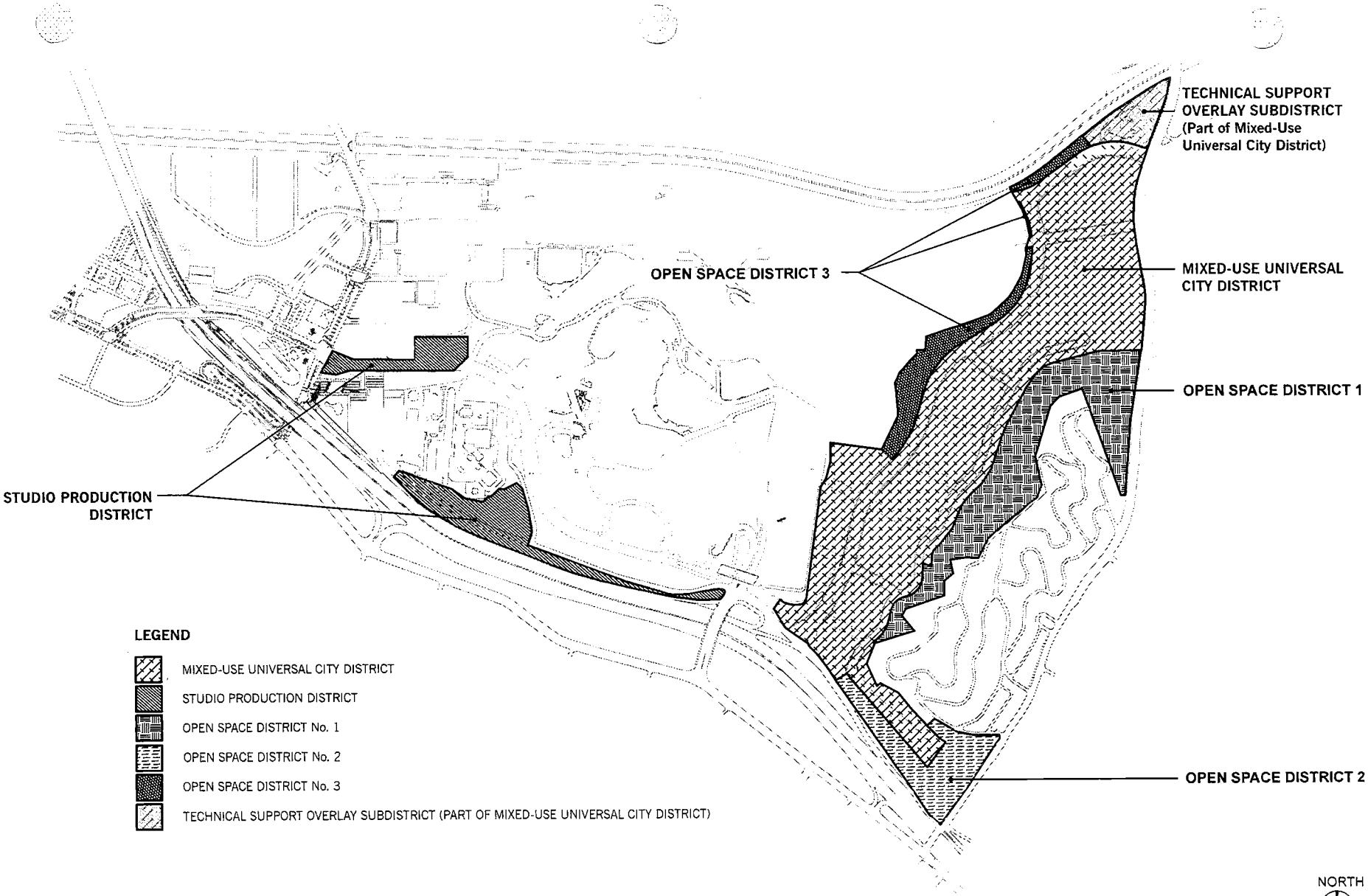
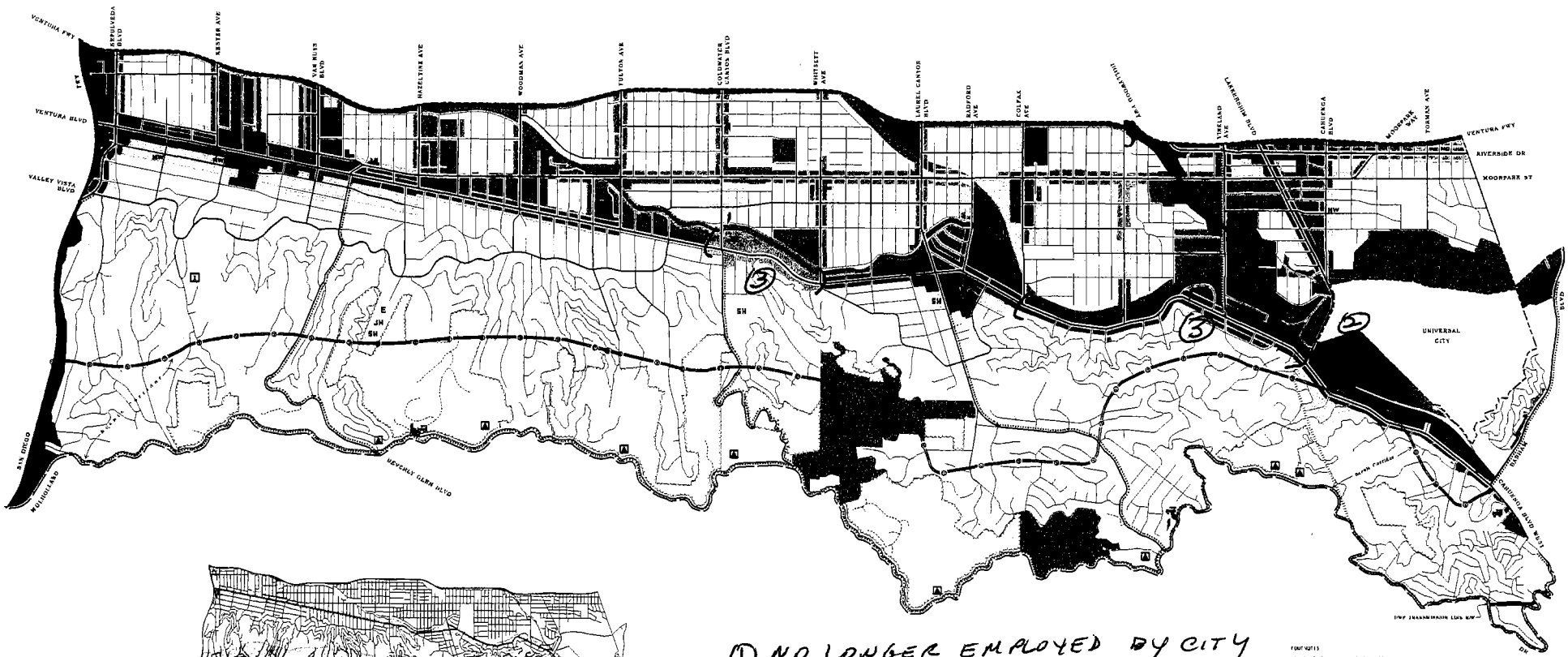


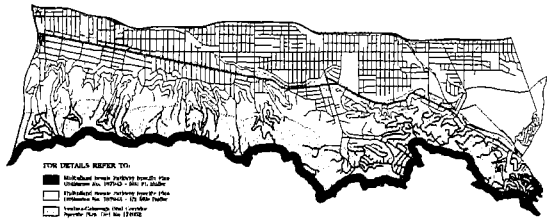
EXHIBIT No. 2 - UNIVERSAL CITY SPECIFIC PLAN LAND USE MAP

DRAFT - October 15, 2010

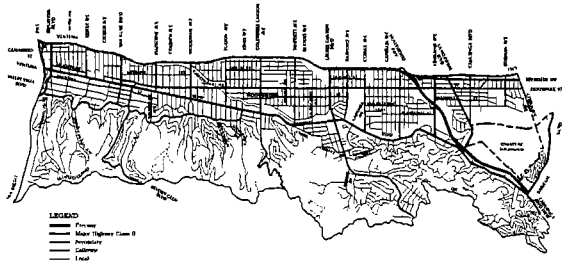
EXHIBIT 7

EXHIBIT 8a





SPECIFIC PLAN AREAS



GENERALIZED CIRCULATION
(See Note "D")

Notes:
A. The text of the Community Plan can be accessed on the City Of Los Angeles' Web Page (www.lacity.org/PLN).
B. Other Special Area Maps may not be included in this document.
C. Parcel level information (plan designation and zoning) can be found on the City Of Los Angeles' DIMS Map Automation Web Site.
D. Generalized Circulation is for reference only. For detailed information, see the "Street and Highway Designation" maps prepared and maintained by Public Works/Bureau of Engineering.

① NO LONGER EMPLOYED BY CITY
② NOT REGIONAL CENTER
③ NEIGHBOR COMMERCIAL

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
MINIMUM	RA, RE, RS, RR1	LOW MEDIUM	RD1.5, RD2, RD3, RD4, RZ3, RZ4
VERY LOW	RE20, RE15, RE11	LOW MEDIUM II	RD1.5, RD2, RD3, RZ3
LOW	RE9, RS, R1, R1F, R1V, R1R	MEDIUM	R3
		HIGH MEDIUM	R4

COMMERCIAL[1]

NEIGHBORHOOD COMMERCIAL[2]	C1, C1.5, C2, C4, P, RAS3
LIMITED COMMERCIAL[1]	C1, C1.5, P, RAS3, RAS4
GENERAL COMMERCIAL[1]	C2, C4, P, RAS3, RAS4
COMMUNITY COMMERCIAL[1]	C2, C4, RAS3, RAS4, CR
REGIONAL CENTER[1]	C2, C4, RAS3, RAS4, CR
REGIONAL COMMERCIAL	C2, C4, RAS3, RAS4, CR, CM

PARKING

PARKING	P, PB

INDUSTRIAL[1]

COMMERCIAL MANUFACTURING	CM, P
LIMITED INDUSTRIAL	M1, MR1, P

OPEN SPACE/ PUBLIC FACILITIES

OPEN SPACE[1,7]	OS, A1
PUBLIC FACILITIES[1,8]	PF

CIRCULATION[11,12]

- Freeway[14]
- Scenic Highway Major Class II
- Scenic Parkway
- Major Scenic Highway II
- Major Highway II
- Secondary Scenic Highway
- Secondary Highway
- Collector Street
- Local Street[10]
- Private Street
- Major Rail Transit Line
- Multipurpose Trails

SPECIAL BOUNDARY

- Scenic Corridor
- Desirable Open Space
- Transmission Line

ADMINISTRATIVE BOUNDARY

- Fire District Boundary
- Community Boundary

NOTES:
Proposed[1]

SERVICE SYSTEMS[5]

SCHOOL SITES

- Elementary School
- Junior High School
- Senior High School
- Private Elementary School
- Private Junior High School
- Private Senior High School

RECREATIONAL SITES

- Neighborhood Park
- Community Park
- Golf Course - Private

OTHER FACILITIES

- Fire Station
- Community Library
- Scenic View Site
- Historical Site
- Administrative Unit
- Power Distribution Station
- MTA Station
- Power Of Security

FOOTNOTES

1. Includes associated parking
2. Height District No. 1VL
3. Height District No. 1L
4. Within the Ventura/Cahuenga Boulevard Specific Plan area the height, districts, and floor area ratios for commercial and multiple family residential development shall be governed by the regulations of the specific plan.
5. Height District No. 2.
6. Open Space designations on the Plan map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and in the City's Open Space Plan.
7. Desirable open space or land which possesses open space characteristics, which should be preserved and where additional development controls or alternative uses may be appropriate, such as, but not limited to, preservation of natural resources, including, but not limited to, plant and animal life, mineral resources, and ecological systems; preservation of scenic beauty and the enjoyment of nature; preservation of open space lands to maintain the overall health, safety, welfare and tranquility of the community.
8. Land designated as Public Facilities shall be developed in conformance with the following criteria: (a) Less than 15% natural slope - according to the density, subject, shown on the Plan Map. (b) Adjacent to a minimum size four or five designation with a 15% natural slope or greater - a maximum of 1.5 D.U./acre.
9. Zoned symbol denotes the general location of a potential facility. The symbol does not designate any specific property for acquisition.
10. Local streets and freeways are shown for reference only.
11. The designations for Collector Streets, Secondary Highways and Major Highways which lies on private property including easements, denotes proposed rights-of-way and are not intended to mandate acquisition of any specific private properties.
12. Hillside roads may be developed to hillside or lower standards as dictated by terrain or environmental factors.
13. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan more developed in the RMP Zone.
14. The Public Facilities (PF) planning land use designation is governed by the ownership and use of the property by a government agency. The designation of the PF Zone, as a corresponding zone is based on the same logic. The PF Zone allows for the widest range of permitted uses of any zone. Specifically, the PF Zone allows for the widest range of permitted uses of any zone. Specifically, the PF Zone allows a greater range of permitted uses than the commercial, industrial, or residential zones. The City's authority to "call" the property back to the property owner if the property ceases to be used for the purpose for which it was acquired. The PF Zone allows the property owner to develop the property in a manner which is consistent with the surrounding Plan.
15. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific, conditions and/or limitations of project approval, Plan footnotes or other Plan map or text notations.

    Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category when the Plan is amended to so indicate.

    It is the intent of the Plan that the establishment, zoning shall be one of the zone designations which the corresponding zones shown on the Plan, unless accompanied by a Conditional Use Approval.
16. The area bounded by Dickens Street on the north, Valley Vista Boulevard on the south, Kester Avenue on the west and Van Nuys Boulevard on the east, the minimum lot size shall be one (1) acre (Zone 20,000 Square Feet).
17. The minimum lot size for properties bounded by Sunset Avenue on the west, Van Nuys Boulevard on the east, south side of Dickens Street to the south side of Oxford Avenue Boulevard on the south, shall be one (1) acre (Zone 20,000 Square Feet).

Highways are shown on the Scenic Highways System map contained in the Scenic Highway Plan, a part of the Transportation Element of the General Plan which was adopted by the City Council on August 8, 1968.

Disclaimer: The City Of Los Angeles is neither responsible nor liable for any inaccuracies, errors or omissions with respect to the material contained on this map. This map and all materials contained on it are distributed and transmitted "as is" without warranties of any kind, either express or implied, including without limitation, warranties of title or implied warranties of merchantability or fitness for a particular purpose. The City Of Los Angeles is not responsible for any special, indirect, incidental or consequential damages that may arise from the use of, or the inability to use, the map and/or the materials contained on the map whether the materials contained on the map are provided by the City Of Los Angeles or a third party.

GENERAL PLAN LAND USE MAP (as of March 04 2008)

SHERMAN OAKS - STUDIO CITY - TOLUCA LAKE - CAHUENGA PASS COMMUNITY PLAN

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES

City Of Los Angeles - City Planning Departme[illegible]stems And GIS Division Con Howe - Director ①

NORTH
0 1100 2200
FEET

EXHIBIT 8b

23. **Mini-Shopping Centers and Commercial Corner Development. (Amended by Ord. No. 175,223, Eff. 6/30/03.)** If the requirements set forth in Paragraph (a) and the conditions set forth in Paragraph (b) of this subdivision are met, and the proposed use or uses are not enumerated in Section 12.24 W.27., then a conditional use approval pursuant to Section 12.24 W.27. shall not be required for any new use, change of use or addition of floor area to a Mini-Shopping Center or a Commercial Corner Development.

(a) **Development Standards.**

(1) **Hei**[redacted] buildings or structures located in Height District Nos. 1 and [redacted] not exceed a maximum height of 45 feet. However, buildings or structures shall co[redacted] with the provisions of Section 12.21.1 A.10[redacted]

(2) **Front Yard.** The front yard requirements set forth in Sections 12.12.2 C., 12.13 C.1. and 12.13.5 B.1. of this Code shall not apply to Mini-Shopping Centers or Commercial Corner Developments.

(3) **Windows.** The exterior walls and doors of a ground floor containing non-residential uses that front adjacent streets shall consist of at least fifty percent transparent windows, unless otherwise prohibited by law.

(4) **Parking.**

(i) Notwithstanding Section 12.21 A.5.(h) of this Code to the contrary, no tandem parking shall be permitted, except those spaces reserved exclusively for residential use.

(ii) Bicycle parking shall be provided as required by Section 12.21 A.16. of this Code.

(iii) Parking in the Downtown Business District shall be provided as required by Section 12.21 A.4.(i) of this Code.

(5) **Lighting.** All public areas of the lot or lots not covered by a building shall have night lighting for safety and security. All other open exterior areas, such as walkways and trash areas, shall have low-level, security-type lighting. All exterior lighting shall be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties. All parking areas shall have a minimum of 3/4 foot-candle of flood lighting measured at the pavement.

(6) **Signs.**

(i) In addition to the requirements set forth in Division 62 of this Code, no person shall erect on the lot or lots the following signs, as defined in Section 91.6203 of this Code without first obtaining a conditional use permit: pole signs; projecting signs; or roof signs.

I - 17-1

HEIGHT DISTRICT QUICK REFERENCE CHART

Zone	Height District														
	1			1-L		1-VL		1-XL		2		3		4	
	Height	Hillside or Coastal Zone	FAR	Height	FAR	Height	FAR	Height	FAR	Height	FAR	Height	FAR	Height	FAR
A	45 ft.	45 ft.	3:1	not to exceed 6 stories or 75 ft.	3:1	not to exceed 3 stories or 45 ft. ‡	3:1	not to exceed 2 stories or 30 ft. ‡	3:1	No Limit	6:1	No Limit	10:1	No Limit	13:1
RA	36 ft. †														
RE40	45 ft.														
RE20	36 ft. †														
RE15															
RE11															
RE9	33 ft. †														
RS															
R1															
RU	30 ft.														
RZ	45 ft.														
RW1	30 ft.														
R2	33 ft. †	45 ft.													
RD	45 ft.									75 ft. or 6 stories ‡		75 ft. or 6 stories ‡		75 ft. or 6 stories ‡	
RMP										No Limit		No Limit		No Limit	
RW2															
R3										75 ft. or 6 stories ‡		75 ft. or 6 stories ‡			
RAS3	No Limit					50'				No Limit		No Limit		No Limit	
R4						not to exceed 3 stories or 45 ft. ‡									
RAS4						50'									
R5															
CR	75 ft. or 6 stories		1.5:1			not to exceed 3 stories or 45 ft. ‡	1.5:1		1.5:1	75 ft. or 6 stories ‡		75 ft. or 6 stories ‡		75 ft. or 6 stories ‡	
C	No Limit									No Limit		No Limit		No Limit	
CM															
MR															
M															
P			3:1		No Limit		No Limit		No Limit						
PB	2 stories									6 stories		10 stories		13 stories	

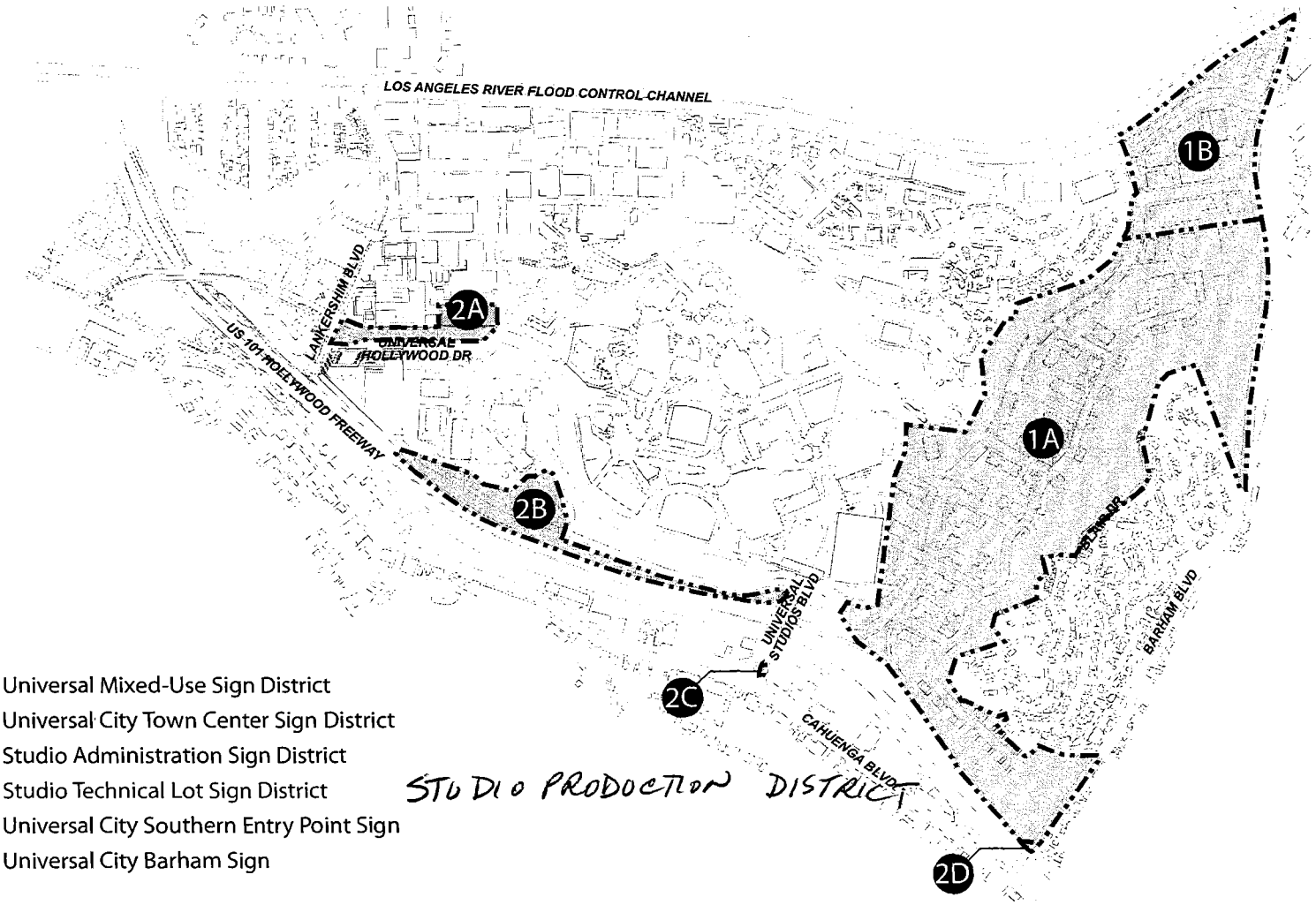
CNN (Century City North) Height District - Sec. 12.21.2
CCS (Century City South) Height District - Sec .12.21.2
CRA (Community Redevelopment Agency) Height District - Sec. 12.21.3
EZ (Enterprise Zone) Height District - Sec. 12.21.4
CSA (Centers Study Area) Height District - Sec. 12.21.5

† May exceed height limit to meet average height of 40% or more of dwellings on both sides of same street for the length of the block.
(Sec. 12.21.1 3rd unnumbered paragraph)
‡ A building designed and used entirely for residential purposes shall only be limited to the number of feet in height.
(Sec. 12.21 1 5th unnumbered paragraph) and 12.21 1 A 1 Exception)

NOTE: Specific Plan, HPOZ or Tract conditions shall take precedence over the height restrictions and may increase or decrease the maximum height for a given property

Transitional Height: Portions of buildings in C or M zones within certain distances of RW1 or more restrictive zones shall not exceed the following height limits, in accordance with Section 12.21.1 A 10 of the Zoning Code:

Distance (ft)	Height (ft)
0-49	[illegible]
50-99	[illegible]
100-199	[illegible]



1A Universal Mixed-Use Sign District
1B Universal City Town Center Sign District
2A Studio Administration Sign District
2B Studio Technical Lot Sign District
2C Universal City Southern Entry Point Sign
2D Universal City Barham Sign

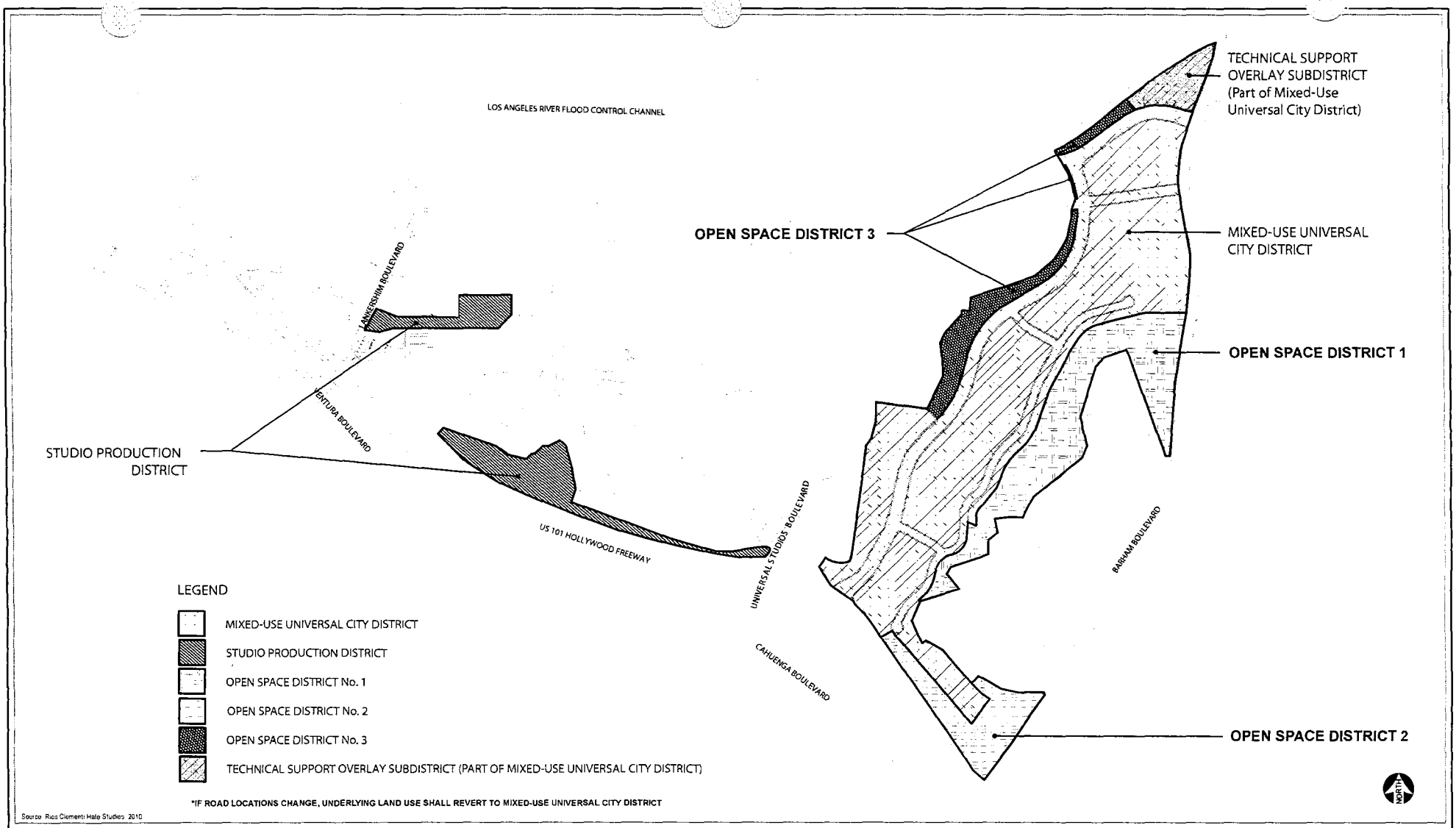
STUDIO PRODUCTION DISTRICT

Source: Rios Clementi Hale Studios 2010

matrix environmental

Figure 20
City Sign Districts

EXHIBIT 9



matrix environmental

Figure 10
Proposed City Specific Plan
Districts and Overlay Subdistrict

EXHIBIT 9a

EXHIBIT 10

ROLE OF THE COMMUNITY PLAN

The Community plan is intended 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. The plans are also intended to guide development in order to create a healthful and pleasant environment. Goals, objectives, policies, and programs are created to meet the existing and future needs and desires of the community through the year 2010. The general plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, and prospective investors and business interests. Through the Community Plan, the City can inform these groups of its goals, policies, and development standards, thereby communicating what is expected of the City government and private sector to meets its objectives.

The Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, education, recreational, cultural, social, and aesthetic needs of the residents of the plan area. The Plan identifies and provides for the maintenance of any significant environmental resources within the Plan Area. The Plan also seeks to enhance community identity and recognizes unique neighborhoods within the Plan area.

PURPOSE OF THE COMMUNITY PLAN

The last comprehensive update of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan was completed in 1988 through the General Plan Consistency Program required by AB283. In the past 20 years the community has shown a smaller growth rate than the overall rate for the city. During the 1970's the community population decreased by 4,268 residents, a decline of 6.2%. Since 1980 the community's population has grown by 3,829 residents representing an average growth of 6.1%. During this time, considerable growth has occurred, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. Consequently, it is necessary to update the Community Plan to not only reflect current conditions, but to accurately reflect the prevailing visions and objectives of the area's residents and property and business owners.

This Community Plan was developed in the context of promoting a vision of the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity by

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- [redacted]

EXHIBIT 10a

- Access and proximity to employment.
- Potential for residential and mixed use development along commercial corridors.
- Undeveloped or underdeveloped land may allow opportunities for clustered development.
- Potential for appropriately scaled new housing in proximity to new transit facilities.

COMMERCIAL

Issues

- Lack of continuity of complementary uses and cohesiveness along commercial frontages.
- Lack of overall parking and access within commercial strips due to such physical constraints as shallow commercial lot depths.
- Unsightliness of new construction due to the lack of landscaping, architectural character and scale.
- Inadequate transition between commercial and residential uses.

Opportunities

- Support for efforts to preserve and rehabilitate commercial and residential historic structures when located on commercial sites.
- [redacted]
- Establish appropriate transitions between commercial (mixed use) and adjoining uses, especially residential.
- Create pedestrian/friendly shopping areas by incorporating street trees, benches, convenient parking/access, and maintaining retail frontage at ground level.
- [redacted]

INDUSTRIAL

Issues

- To ensure that industrially zoned properties are located north of Ventura Boulevard.
- To provide adequate protection for residentially zoned properties adjacent to industrial uses.

EXHIBIT 11

- Continued development of Equestrian, Hiking and Bicycle Trails.

Opportunities

- Continued efforts to establish State and local park sites within the hillside areas.

MAJOR DEVELOPMENT OPPORTUNITY SITES

Several areas have been identified as major opportunity sites: Properties located along the south side of the Los Angeles River between Coldwater Canyon and Laurel Canyon; Transit Station site along Lankershim Boulevard, north of Ventura boulevard, adjacent to Universal City; the Studio City Golf Course; and, CBS Studios. Additionally, the properties located on the westerly side of Sepulveda Boulevard (including the Sherman Oaks Galleria) from the 101 Freeway to Valley Vista Boulevard. The designation has been applied to areas which will potentially generate significant community wide impacts.

Properties Along the South Side of the Los Angeles River

The properties located along the Los Angeles River from Coldwater to Laurel Canyon represent a series of development sites, with the potential for unique recreational opportunities and to create a significant physical and visual impact on adjacent properties. The following is a summary of major issues which should be considered for any future development of these sites.

Issues

- Activity generated from river use and from the businesses fronting along the river.
- The introduction of recreational activities adjacent to well maintained single-family neighborhoods.
- Potential for additional policing problems.

Opportunities

- [redacted]
- The need for open space opportunities.
- The opportunity for the community to utilize the frontage along the Los Angeles River to meet its needs.

Transit Station

The transit station site is located on the west side of Lankershim Boulevard, adjacent to Universal City. The site currently contains a historical structure, Campo de Cahuenga with its early California Spanish style architecture, should serve as the predominant architectural style for this important gateway to the Valley. The following is a summary of major issues which should be considered for any future development of the site.

EXHIBIT 12

- Ensure that the CBS Studio Center site, if vacated reverts to a less intense zone compatible with surrounding properties.

Opportunities

- Expand manufacturing uses that generate employment for the local work force.
- Attract desirable ("clean") industrial uses, thus generating less harmful pollutants and lower noise levels.
- Providing appropriate administrative review for major expansions of existing industrial sites when located near residential uses.
- Excellent access to regional freeways and rail services.
- Availability of sties planned for job producing uses that improve the economic and physical condition of the area.

TRANSPORTATION

Issues

- Metro rail transit lines from Union Station to North Hollywood are proposed to serve the Plan Area, representing some of the largest capital improvement impacts on the area
- The proposed Compo de Cahuenga Transit Station site contains an historical structure (Campo de Cahuenga). Development of the transit station site must retain the Early California Spanish Architecture in order to form a historical link with Campo de Cahuenga, a significant structure from California's past.

Opportunities

- Potential for joint development between private and public sectors to integrate, optimize and coordinate new construction.
- [redacted]
- Preservation of historic structures.
- Potential to incorporate needed facilities conveniently near station stops such as child care, senior housing, and art craft districts.
- Potential to reflect and enhance community identity with themes for each station stop.

RECREATION AND PARKS AND OPEN SPACE

Issues

- Addition, expansion and/or improvement of needed local parks throughout the Community should be accelerated, where feasible.

EXHIBIT 13

Issues

- The increase in traffic volume in the vicinity.
- The establishment of high traffic generating uses on the site.
- The establishment of retail uses not compatible with the single-family uses located to the north of the site.

Opportunities

- Integrating the development of the transit station with properties located north along Lankershim.
- [redacted]

Studio City Golf Course

The Studio City Golf Course is on approximately a 17 acre site located north of the Los Angeles River on the west side of Whitsett Avenue. The site is developed with a 9 hole pitch and put golf course, driving range and 20 tennis courts. In the past there has been intense pressure from the property for a different use. The following is a summary of major issues which should be considered for any future reuse of the site.

Issues

- Possible future alternative development of the site compatible with the surrounding area.
- Lack of public funding to convert the site to a public park.

Opportunities

- Establish the proper zoning for the property that is consistent with surrounding development.
- Consider the site as a key access site for the future development of the Los Angeles River.
- Consider design features that encourage waterfront access to the Los Angeles River.

CBS Studio Center

The CBS Studio Center is located north of Ventura Boulevard between Radford Avenue and Colfax Avenue. The site is the largest industrial piece of property in the plan area. It contains various sound stages that are used for taping of television and motion picture programs. The northerly 11.5 acre portion of the site provides for seven additional movie sound stages, production support buildings, and a bridge spanning the Los Angeles River.

EXHIBIT 13a

- New development that complements significant historic structures.

Opportunities

- Development of areas adjacent to transit stations stops provide opportunities to enhance community identity.
- Potential for appropriately scaled new housing in proximity to transit facilities.
- Inclusion of mixed use development in commercial areas adjacent to transit station stops.
- [redacted] guidelines for areas [redacted] commuter rail service and [redacted]s.

The Mercury News
MercuryNews.com

California to keep its 53 congressional seats

By Lisa Vorderbrueggen
Contra Costa Times

Posted: 12/22/2010 08:44:30 AM PST

Updated: 12/28/2010 09:27:45 AM PST

California will retain its 53 congressional seats, failing for the first time since the 1930 census to add to its numbers in the House of Representatives after the release of the decennial census figures.

Instead, states in the South and West, where growth rates outstripped the Golden State, will add to their ranks and political clout, the U.S. Census Bureau announced Tuesday morning.

Texas, whose population expanded 20 percent in the past decade, will add four seats to its political arsenal. Florida will bump up its rolls by two, while Arizona, Georgia, Nevada, South Carolina, Utah and Washington will add one representative apiece.

[redacted] decade compared with the fastest growing [redacted] Nevada, at 35 percent. The economic downturn hit California particularly hard as people turned to states with a lower cost of living, said UC Berkeley Washington Center Director Bruce Cain.

But California didn't lose a seat, a possibility national demographic analysts had presaged in recent months.

"For a long time, that was the fear in California," Cain said. "It was never in the cards to add a seat. But if you have to reduce a number, it's like musical chairs where you have to put out a chair and you leave one member of Congress sitting on the lap of another member."

New York and Ohio, as analysts

predicted, lost two members each.

Among the losers of one seat apiece are Illinois, Iowa, Louisiana, Massachusetts, Michigan, Missouri, New Jersey and Pennsylvania.

The reapportionment numbers reflect the regional population trends of the past decade, said Census Bureau Director Robert Groves at a news conference at the National Press Club in Washington, D.C.

For the first time in U.S. history, the population of the West, 71.9 million, exceeded that of the Midwest, at 66.9 million, Groves said. The West and South grew by about 14 percent while the Northeast and Midwest saw far more modest growth rates, from 3 to 4 percent.

Reapportionment is the constitutionally mandated process under which the 435 seats in the House of Representatives are divided among the 50 states based on the resident population count each decade.

The figure includes overseas military personnel and all residents, including those living in the U.S. illegally, as of April 1, 2010.

Every state is initially assigned one seat, and a calculation called the Method of Equal Proportions is applied to the remaining 385 seats.

The average population of a congressional district has grown to 710,767, a nearly 10 percent increase

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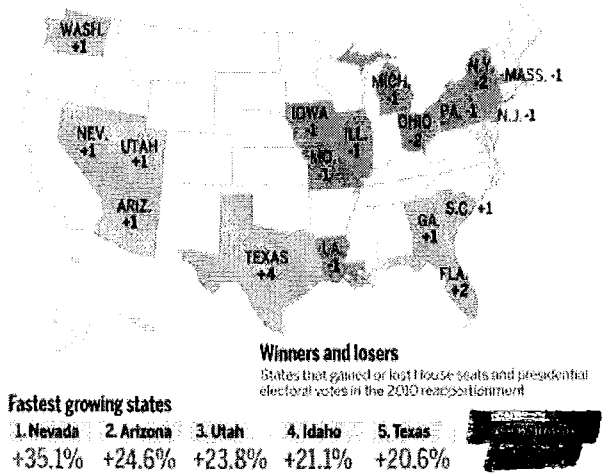

Reapportionment should not be confused with redistricting, the process by which political boundaries are redrawn within a state after the decennial census.

Californians are unusually well-informed about redistricting these days, thanks to several successful ballot measures that stripped the Legislature of the job of drawing political maps.

The independent Citizens Redistricting Commission, a temporary panel of 14 nonelected Californians, will craft the boundaries for the state's 53 congressional, 120 legislative and four Board of Equalization districts. The commission finalized its roster last week.

The Census Bureau will not release until probably late March the detailed numbers down to the block level the redistricting commissioners need to do their work. The bureau will start rolling out state-by-state tables in February, but California is usually last.

Nonetheless, there has been ample speculation about how California's population shifts will drive the political landscape of the next decade.

Scholars at the conservative-leaning Rose Institute of State and Local Government at Claremont College, in a study based on population estimates, found that California's population center continues to shift from its traditional coastal metropolitan regions toward inland communities.

The Census Bureau's numbers reflect actual counts rather than estimates, and the outcome could be much different. But if the census figures uphold the Rose Institute's findings, the trend could have significant consequences for Bay Area lawmakers.

Six of the 10 congressional districts in the nine-county Bay Area have lost population in the past decade.

Democratic House Speaker Nancy Pelosi, of San Francisco, represents the smallest congressional district in California and its boundaries must expand in the 2011 redistricting plan in order to preserve equal representation. Also underpopulated are the districts of Reps. Barbara Lee, of Oakland; George Miller, of Martinez; Lynn Woolsey, of Santa Rosa; Jackie Speier, of San Mateo; and Anna Eshoo, of Palo Alto.

In the California Senate, the state's four most underpopulated districts are in the Bay Area, according to the Rose Institute's analysis, including seats held by Leland Yee and Mark Leno, both of San Francisco; Joe Simitian, of Palo Alto; and Loni Hancock, of Berkeley.

Nine of the 18 Assembly districts in the Rose study show under-population, including in the East Bay

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The Mercury News
MercuryNews.com

seat held by Sandre Swanson, of Alameda.

In 2001 and most prior decades, legislators adopted redistricting plans that kept sitting lawmakers in their home districts and preserved or improved the incumbents' party registration advantage. The self-serving nature of the 2001 maps, in particular, fueled critics, who were ultimately successful in their repeated ballot-box efforts to end the practice.

"With California's new Citizens Redistricting Commission now in charge of the state's redistricting process, incumbent legislators will no longer be able to control the effects of regional changes in California's population," the Rose Institute scholars wrote.

Contact Lisa Vorderbrueggen at 925-945-4773, IBABuzz.com/politics or Twitter. com/lvorderbrueggen

- **Interactive national map: http://2010.census.gov/2010census/data**
- **Video explanation of reapportionment formula: http://2010.census.gov/mediacenter/census-data/census-apportionment-machine.php**

Reapportionment: Q-and-A

What is reapportionment? The process by which the United States divides the 435 seats in the House of Representatives among the 50 states.
Why do we reapportion? The House of Representatives is based on a "one person, one vote" principle, therefore the country must periodically reallocate its representatives to reflect population changes.
When do we reapportion? Every 10 years, after the release of the results of the decennial U.S. census.
How is reapportionment done? The U.S. Census Bureau initially assigns one seat to every state and then applies to the remaining 385 seats a formula called the Method of Equal Proportions. Read the formula at http://www.census.gov/population/apportionment/about/computing.html.
When do the new congressional numbers go into effect? The new apportioned House of Representatives will convene in 2013 and its members and candidates for the seats will seek election under the revised numbers in 2012.
What is the difference between reapportionment and redistricting? Reapportionment is the process by which the United States divides the 435 House seats among the states. Redistricting is the process by which states draw political boundaries within state lines.
Source: U.S. Census Bureau

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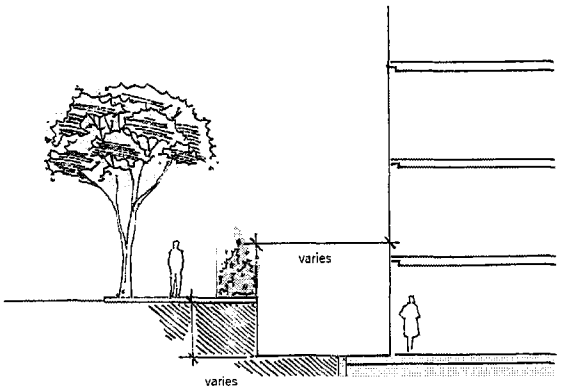
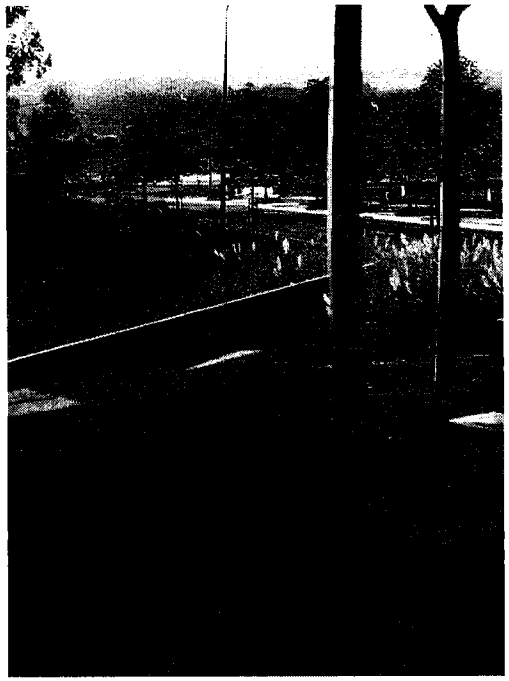
Mixed Use, Stacked Flats & Townhouses Below Street Grade



SE23. Where open air garages or occupied spaces are below the sidewalk grade, they should be set back enough distance to provide daylighting/ open air while allowing for landscaping.



Where open air garages or occupied spaces are below the sidewalk grade, terraced steps and planting can ease the transition in an artful gesture.

EXHIBIT 15

EXHIBIT 16

Google maps [redacted]

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America's Dirtiest Cities

California's got seven of them. Will voters finally help clean the Golden State's brown air?

By Christopher Helman, Forbes.com
Nov 16, 2010

Provided by: Forbes

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At the ballot box this November California voters showed that they are determined to clean up their state's deplorable air quality. They quashed Proposition 23, which would have temporarily suspended key emissions-reduction tenets in the Golden State's Global Warming Solutions Act of 2006. How temporarily? Until pigs fly, or rather until the state unemployment level dropped to 5.5%--from the 12.4% it's at now.

Having survived the challenge (62% of voters rejected Prop 23) the emissions cuts are now set to begin in 2012. A carbon cap-and-trade program will be launched later. The goal is that, in eight years, California will have greenhouse gas emissions 15% lower than they are now.

In Pictures: America's 10 Dirtiest Cities

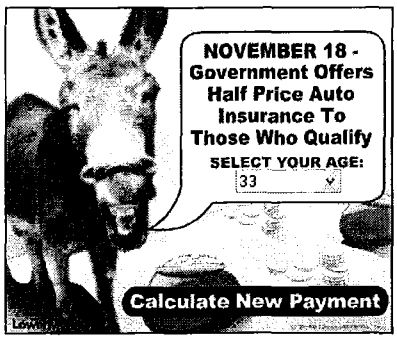
That's good news for the lungs of Californians. The American Lung Association, in its report State Of The Air 2010, finds seven California metropolitan areas with air quality bad enough that they make it onto the list of the Top 10 Dirtiest Cities in America. The 20 million people in these cities are at higher risk of asthma and chronic bronchitis.

Most of those souls (17.8 million) inhabit the Los Angeles, Long Beach and Riverside area, which ranked second-worst overall and worst in ozone pollution. Aside from millions of cars on the roads, the area also suffers the effects of the nation's busiest port. Researchers at the University of Calgary found in 2008 that salty coastal air mixed with sunshine and pollutants helps create unexpectedly high levels of ground-level ozone.

The biggest problem spot in the country is California's San Joaquin Valley, where farming, industry, car culture and topography collide to trap smog. Wildfires contribute to the problem. Severe particle pollution in valley burgs like Bakersfield (the center of California's oil industry and the metropolitan area with the worst air in the nation), Fresno (third place), Visalia (fourth) and Modesto (eighth) can damage the lungs in the same way cigarettes do. Sacramento (ninth) incentivizes residents to trade in gasoline lawn mowers for electric ones, diesel-powered trucks for hybrid ones and old wood stoves for new ones. The only non-California cities in the top 10: Pittsburgh, Pa; Birmingham, Ala.; and metropolitan Phoenix, Ariz.

It's hard to argue against cleaner air. Thus the debate leading up to the vote on Prop 23 was effectively framed as good vs. evil. On the good side were environmentalists and the sensitive pink lungs of asthma-prone children. On the evil side: power plants, oil refiners and diesel truck drivers.

The biggest backers of Prop 23 were Texas-based oil companies like Tesoro and Valero Energy and Koch Industries (owned by the Tea Party-backing billionaire Koch brothers), all of which have operations in California. Valero, for its part, put up $5 million for a media campaign attempting to convince California that the Global Warming Solutions Act is a job-killer. So too did truck drivers



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Updated Wednesday, November 17, 2010

Mortgage Type	Today	Last Week	Change	Graph
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Birth of a concrete garden
Wed, Nov 10, 2010

Alternatives to chimney rebuild

who spew particulates from their diesel engines while hauling loads to and from the Port of Long Beach.

If only those workers knew that their jobs were killing them. The American Lung Association says that truck drivers, dock workers and railroad workers who inhale diesel exhaust are much more likely to die from lung cancer and heart disease than the general population.

Under the law, refiners will have to foot the bill for pollution control technology at their plants, and will also have to provide even cleaner automotive fuels than California already mandates. Valero, which owns two refineries in the state and employs 1,600 workers there, will be able to pass on some of these costs to motorists, but higher fuel prices will almost certainly mean less demand for fuel. Cars are thought to be responsible for as much as 30% of California's greenhouse gas emissions.

They didn't get any sympathy from Gov. Arnold Schwarzenegger, who opposed Prop. 23--and who signed the original 2006 global warming legislation. Last week Schwarzenegger, wearing a pair of tough-looking cowboy boots, celebrated the vote and lambasted the oil companies: "We made it clear if those interests push us around," he said, "we'll push back."

The trouble will come if that push-back pushes industry out of the state altogether. Prop 23 supporters insist that a bevy of new taxes on energy will raise the costs of doing business enough to drive companies and jobs out of California. The green crowd insists the Global Warming Solutions Act will spur a clean energy boom in the state--with Californians putting their entrepreneurial talents toward inventing new solar panels, wind turbines and the like.

Some of the biggest opponents of Prop. 23 were Thomas Steyer, whose Fallon Capital Management hedge fund says it invests in areas that will become profitable "due to a catalyzing event or change in circumstances, including regulatory or legislative change." Steyer was joined by billionaires including John Doerr, rainmaker at green-tech venture capital shop Kleiner Perkins.

One company set to benefit from the law is SPG Solar, California's second-biggest solar panel installer. SPG will likely be hiring more installers in the years to come--but will the real boom in green jobs be in California? SPG President Tom Rooney tells Forbes he's thinking of opening a panel factory in China.

Even if green energy companies don't take their manufacturing overseas, there's little reason to build factories in high-tax California. Better to invest in low-tax Texas, which already boasts the world's highest concentration of energy companies, in Houston (a perennial polluter chock-a-block with refineries), which narrowly escaped the top 10 Dirtiest Cities cut.

With any potential for a nationwide carbon cap-and-trade scheme now crushed by Republicans taking over the House of Representatives, America will be watching California for cues on whether greenhouse gases can be ameliorated without killing economic growth.

Our lungs hope for the best. According to the Lung Association 175 million Americans live in counties where outdoor air quality earned a grade of F. And if the Global Warming Solutions Act does end up being a job-killer, at least there's a bright side--unemployed Californians will have cleaner air to breathe.

Top 5 Dirtiest Cities in America

No. 1: Bakersfield, Calif.
Population: 800,000
Short-term particle pollution rank: 1
Year-round particle pollution rank: 2
Ozone pollution rank: 2
Hot, dusty and surrounded by California's San Joaquin Valley oil fields, Bakersfield has all the ingredients for the worst air in the nation

No. 2: Los Angeles-Long Beach-Riverside, Calif.
Population: 17.8 million
Short-term particle pollution rank: 4
Year-round particle pollution rank: 3
Ozone pollution rank: 1

Thu, Nov 4, 2010

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University of Calgary researchers found in 2008 that salty coastal air mixed with sunshine and pollutants helps create unexpectedly high levels of ground-level ozone.

No. 3: Fresno-Madera, Calif.
Population: 1.1 million
Short-term particle pollution rank: 2
Year-round particle pollution rank: 6
Ozone pollution rank: 4
Cars, agriculture, petroleum and mega-dairies all contribute to the brown haze that hangs over the San Joaquin Valley.

No. 4: Visalia-Porterville, Calif.
Population: 430,000
Short-term particle pollution rank: 8
Year-round particle pollution rank: 3
Ozone pollution rank: 3
Proximity to the giant trees of Sequoia National Park isn't enough to clean Visalia's smoggy San Joaquin Valley air.

No. 5: Hanford-Corcoran, Calif.
Population: 150,000
Short-term particle pollution rank: 10
Year-round particle pollution rank: 8
Ozone pollution rank: 6
Hundreds of aircraft based at the giant Naval Air Station in nearby Lemoore doesn't help Hanford's air quality.

Click here to see the full list of America's 10 Dirtiest Cities

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EXHIBIT 18

Chapter II — Existing Conditions, Noise Impact Issues and Noise Management History

Introduction

[redacted] There are two main types of sound: ambient and intrusive. Ambient sound is the background sound that aggregates all sound emissions, far and near, as received within a particular locale. It is the "given" level of sound to which we are accustomed in our residential, work or other particular environments; the generally not unpleasant "hum" of sound about us. Intrusive sound is greater than the ambient sound level; it is perceived as "noise." It may be intermittent (siren, barking dog) or continuous (air conditioner equipment). Abatement of intrusive noise generally involves one or more of the following: reducing the noise at the source (turning down the volume), isolating the noise source by establishing buffer land uses (industrial uses around airports), blocking noise (walls, berms), or protecting the receiver (industrial ear protectors, home insulation).

The decibel (dB) is the standard unit used for measuring noise. To more closely approximate noise as it is received by the human ear at different frequencies, the decibel scale is 'A-weighted' (dBA). 'A' measures the level of sound the way sound is received by the human ear. [redacted] A comparison of types of commonly experienced environmental noise is provided [redacted] Exhibit 11. [redacted] reduce or manage intrusive noise so as to achieve or maintain healthful ambient sound levels.

Since the adoption of the city's noise plan in 1975, significant noise management has taken place, largely due to public demand for noise abatement. Watershed legislation was the National Environmental Policy Act of 1969 (NEPA) which required all significant potential environmental impacts to be evaluated and mitigation measures determined prior to issuance of land development permits. NEPA led to the establishment of state and local environmental laws, including the 1971 California Environmental Quality Act (CEQA) and requirements that general plans contain noise elements and that cities adopt local noise ordinances. Public concerns about noise led to establishment of national transportation policies and programs, including noise standards for aircraft. NEPA and CEQA require environmental assessment and imposition of noise mitigation measures for new development projects, including transportation projects. Millions of dollars in public funds have been expended to reduce impacts of noise from existing airports and freeways, as well as for research and development of new design, noise suppression technology and regulations for mitigating noise from transportation and other sources.

Transportation systems are a primary source of urban noise. Management of noise from the most significant of these sources (aircraft, trains and freeways) generally has been preempted by federal and state authority. Primary municipal authority is regulation of land use. The City of Los Angeles has established standards for ambient noise levels that are correlated with land use zoning classifications. The standards are contained in the city's noise ordinance, Los Angeles Municipal Code (LAMC) Section 111 et seq. Compliance is achieved by a variety of means, including barriers, buffers, separation of incompatible uses and reduction of sound at its source.

The first section of this chapter discusses ordinances and other measures for regulating noise sources and mitigating noise impacts within the city. The other sections discuss the evolution of noise impacts and

Chapter III — Goals, Objectives and Policies

The following goals, objectives and policies relate to noise management within the city. The "General Plan Guidelines" issued by the Governor's Office of Planning and Research (1990) advises that a general plan should contain goals, objectives, policies, programs and implementation monitoring. Goals are described as a general setting of direction, objectives as intermediate steps in attaining the goal, policies as specific guides to decision making and programs as specific means of achieving the policies. Each policy is to have at least one corresponding implementation measure.

The programs for the noise element are contained in the Chapter IV program implementation listing. Program numbers are referenced in this chapter after each policy with the notation 'P' followed by the program number.

DEFINITION OF NOISE SENSITIVE USES: For the purposes of implementation of policies and programs contained herein, the following land uses are deemed "noise sensitive" uses: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals, clinics; schools; auditoriums; concert halls; outdoor shelters; nature and wildlife preserves, and parks.

Goal

A city where noise does not reduce the quality of urban life.

Objective 1 (Airports and Harbor)

Reduce airport and harbor related noise impacts.

Policy

1.1 Incompatibility of airports declared by Los Angeles County to be "noise problem airports" (LAX, Van Nuys and Burbank) and land uses shall be reduced to achieve zero incompatible uses within a CNEL of 65 dB airport noise exposure area, as required by the California Department of Transportation pursuant to the California Code of Regulations Title 21, Section 5000, et seq., or any amendment thereto. (**P1** through **P4**)

Objective 2 (Nonairport)

Reduce or eliminate nonairport related noise, especially relative to noise sensitive uses.

Policy

2.2 Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance. (**P5** through **P10**)

Objective 3 (Land Use Development)

Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.

Policy

3.1 Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts. (**P11** through **P18**)

Endnotes

No.	Description
6	These standards are consistent with the standards proposed promulgated by the California Department of Health Services and recommended by the Governor's Office and Planning and Research "1990 General Plan Guidelines."

Exhibit H: Common Noise Levels

(Caltrans Noise Manual, California Department of Transportation, March 1980)

Noise Level (dBA)	Common Indoor Noise Levels	Common Outdoor Noise Levels
110	Rock Band	
		Jet Flyover @ 1,000 feet
100	Inside Subway Train	Gas Lawn Mower @ 3 feet Diesel Truck @ 50 feet
90	Food Blender @ 3 feet Garbage Disposal @ 3 feet	Noisy Urban Daytime
80	Shouting @ 3 feet	
		Gas Lawn Mower @ 100 feet
70	Vacuum Cleaner @ 10 feet	
		Commercial Area
	Normal Speech @ 3 feet	Heavy Traffic @ 300 feet
60	Large Business Office	
50	Dishwasher next room	Quiet Urban Daytime
	Small Theater/Conference Room (background)	Quiet Urban Nightime
40		Quiet Suburban Nightime
	Library	
30	Bedroom at Night Concert Hall (background) Broadcast & Recording Studio	Quiet Rural Nightime
20		
10		
	Threshold of Hearing	
0		

Exhibit I: Guidelines for Noise Compatible Land Use

(Based on the Governor's Office of Planning and Research, "General Plan Guidelines", 1990. To help guide determination of appropriate land use and mitigation measures vis-a-vis existing or anticipated ambient noise levels)

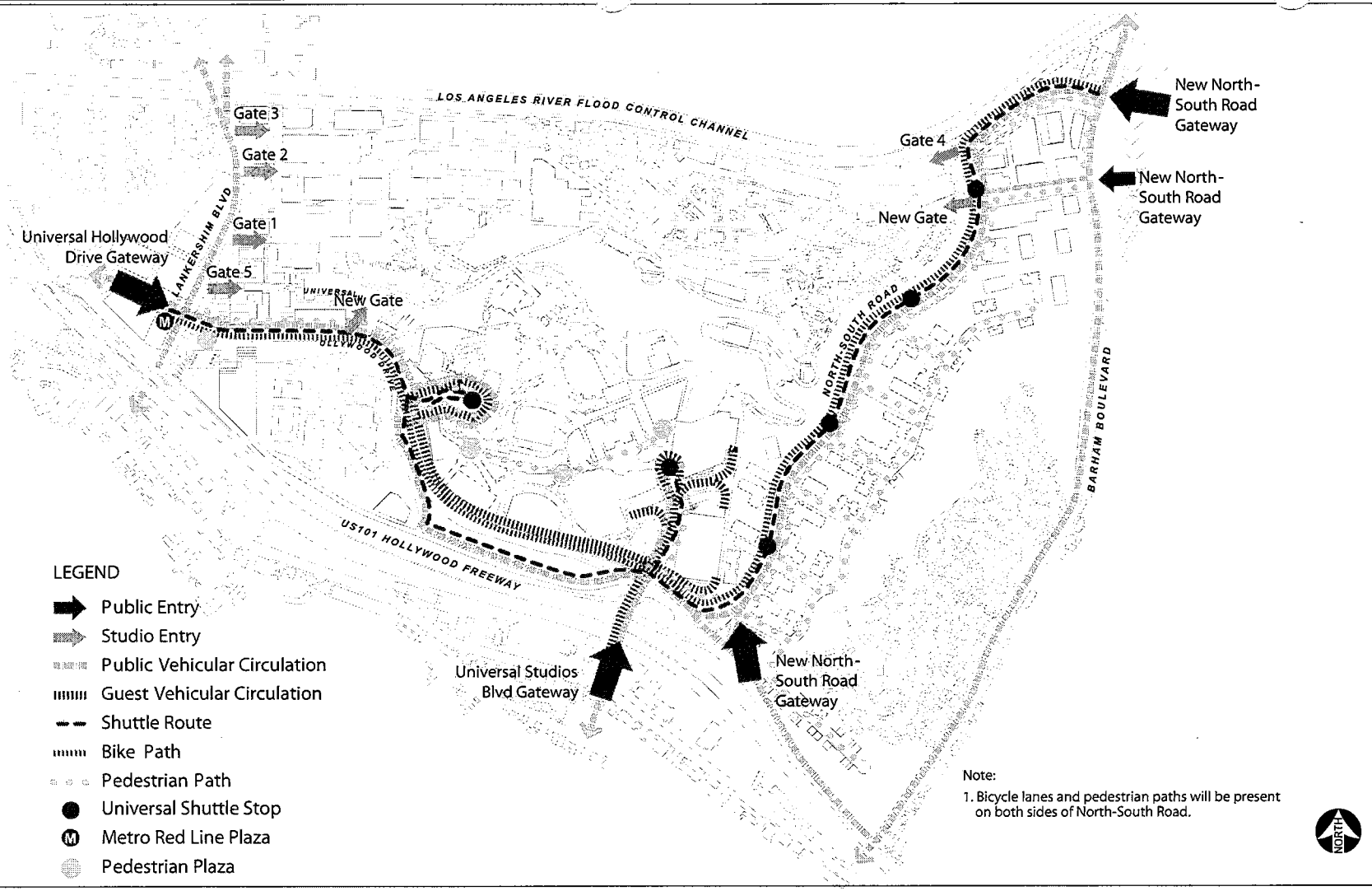
Land Use Category	Day-Night Average Exterior Sound Level (CNEL dB)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditorium, Concert Hall, Ampitheater	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Agriculture, Industrial, Manufacturing, Utilities	A	A	A	A	A/C	C/N	N

A = Normally acceptable. Specified land use is satisfactory, based upon assumption buildings involved are conventional construction, without any special noise insulation.

C = Conditionally acceptable. New construction or development only after a detailed analysis of noise mitigation is made and needed noise insulation features are included in project design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning normally will suffice.

N = Normally unacceptable. New construction or development generally should be discouraged. A detailed analysis of noise reduction requirements must be made and noise insulation features included in the design of a project.

U = Clearly unacceptable. New construction or development generally should not be undertaken.

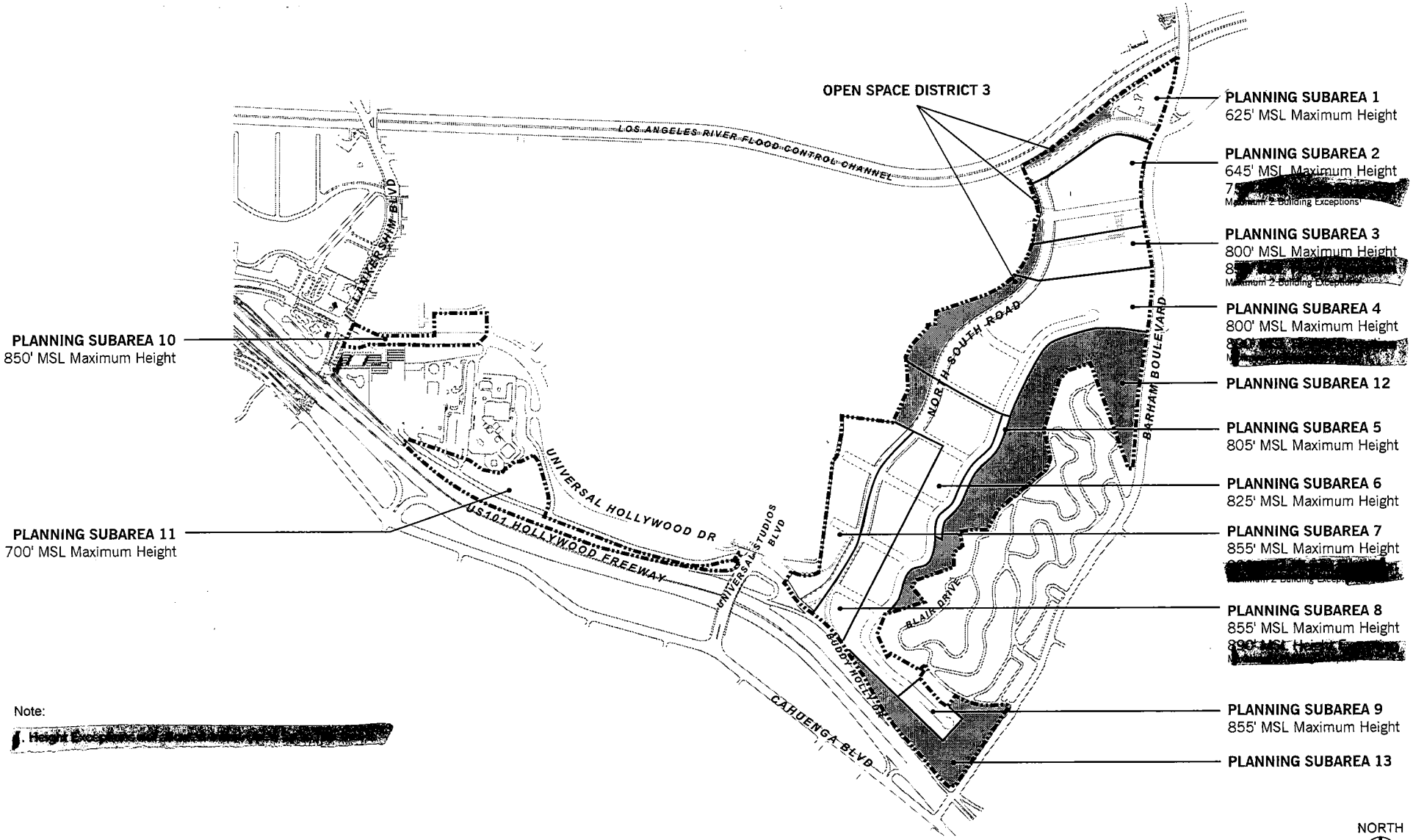


Source: Rios Clementi Hale Studios, 2010.

matrix environmental

Figure 74
Proposed Circulation Plan

EXHIBIT 19



Note:

[redacted]

EXHIBIT No. 5 - UNIVERSAL CITY SPECIFIC PLAN PLANNING SUBAREAS AND HEIGHT ZONES MAP

DRAFT - October 15, 2010

EXHIBIT 20

EXHIBIT 21

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www.scnc.info

January 26, 2011

Mr. Jon Foreman
Los Angeles City Planning Department
200 S. Spring Street
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan
ENV-2007-0254-EIR

Dear Mr. Foreman,

At its regular meeting on January 19, 2011, the Board of the Studio City Neighborhood Council passes the following motion:

SPECIAL-1 MOTION 2011.01.19.6: The Board of the Studio City Neighborhood Council supports the written conclusions to the NBC Universal Evolution Plan Environmental Impact Report from the Ad-Hoc Committee, appointed and overseen by the President, as the official position of the SCNC.

The report will be delivered to you no later than February 4, 2011. If you have any questions, please do not hesitate to contact us.

Sincerely yours,

John Walker

John T. Walker, President
Studio City Neighborhood Council

Cc: Councilmembers Krekorian, LaBonge & Koretz, Supervisor Yaroslavsky, Michael LoGrange

JTW/ls

APPENDIX

APPENDIX A

THE VALLEY OBSERVED

San Fernando Valley
history, lore and sense of place

Mission San Fernando Rey, 1903

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"Los Angeles is surrounded by valleys, but there's only one Valley..."
Hush Money, by Peter Israel

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About the Book

[redacted]

Meet Kevin at Times book festival

I always look forward to spending time with others who appreciate Valley history at the L.A. Times Festival of Books held each April at UCLA. This year, I will be signing books in the Angel City Press booth on Saturday, April 23rd from 1 p.m. to 3 p.m. Come by and say hello if you are around. If you've never been, the festival is the biggest books event in Los Angeles during the year, and it's free except for UCLA's parking charge.

Good news for *America's Suburb*

[redacted] recently announced it was getting out of the books business. This has led to some disruption in availability. Fortunately, *America's Suburb* has been picked up by the respected Angel City Press. The Santa Monica-based press has published several important books on Los Angeles history and has exciting plans for *America's Suburb*. The book will soon be easier to locate at bookstores and through Amazon.com. Of course the book may also be ordered directly from the Angel City website.

Praise for *America's Suburb*

Raves From State Librarian Kevin Starr

Dr. Kevin Starr, the honored historian and emeritus California State Librarian, lauded *The San Fernando Valley: America's Suburb* during a guest lecture on Valley history at California State University, Northridge.

LA OBSERVED

36 million Californians of many races and cultures are getting older

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Support *America's Suburb.com* by using the Amazon.com links below to shop for your Los Angeles books

INTRODUCTION

The Universal City Specific Plan includes height limits, density limits, and setback regulations within the Mixed-Use and Open Space Districts to ensure that new development in the Specific Plan Area is appropriate to its surroundings.

These Design Guidelines are supplemental to the regulations in the Universal City Specific Plan and provide design recommendations and flexible guidance for site planning and building design. The guidelines are not intended to be strict standards, but instead to provide adaptable direction and intention on a variety of design-related issues. In the event a particular building or site does not directly address one or more of these design guidelines, alternative means may be proposed to meet the overall intent of the guideline.

URBAN DESIGN AND PLANNING GOALS

A few key urban design concepts work together to provide a framework for all elements of future design and construction in the Specific Plan area. These concepts are reflected in both the regulatory standards of the Universal City Specific Plan, as well as in these Design Guidelines.

- Create an urban community with character derived from its unique site, sense of place, diversity of building forms, and architectural styles organized within a framework of attractive streetscapes, open spaces and public places.
- Create a pedestrian and transit oriented community providing connectivity for pedestrians, bicycles and cars, as well as access to transit.
- Create a mixed-use community that meets residents' needs for diverse housing types, retail uses, public facilities, community-serving amenities, parks and open space.
- Create a sustainable community that addresses the importance of protecting the environment.

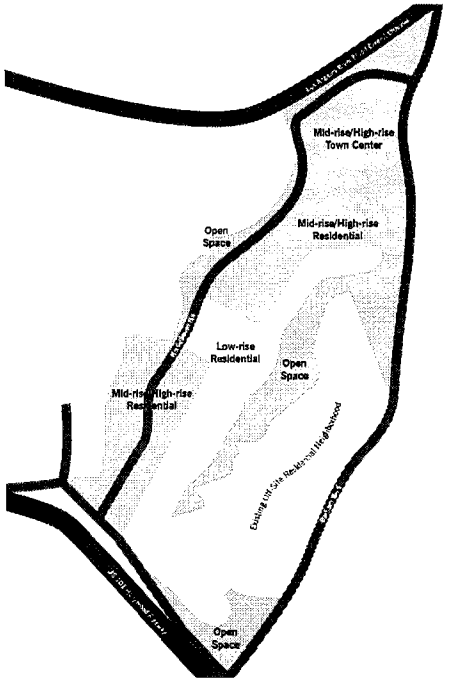
The vision for the Mixed-Use Universal City District anticipates a broad diversity of architecture, encompassing an assortment of building forms, architectural styles, materials, colors, and design details. This vision is rooted in the diversity of the urban residential and mixed-use neighborhoods of Los Angeles. These guidelines are intended to provide principles of good design that encourage this diversity while achieving a harmonious and integrated community.

URBAN DESIGN AREAS

The plan for the Mixed-Use Universal City and Open Space Districts is organized into several distinct urban design areas:

- A Mid-rise/High-rise Town Center
- two Mid-rise/High-rise Residential Areas
- a Low-rise Residential Area
- three open space areas

These areas are generally defined by the blocks created by the proposed street network, within the framework of the community's open spaces. Substantial overlap in uses and building types may be expected among the Mid-rise/High-rise areas, although mid-rise and high-rise development will not occur within the Low-rise Residential Area. However, low-rise multifamily housing may be developed in any of the three urban design areas. Low-rise structures are typically two-six stories in height, mid-rise are between seven and nine stories, and high-rise structures are ten or more stories up to the maximum height permitted.



APPENDIX B

APPENDIX C

PHASING PROGRAM: A schedule applicable to Projects for the purpose of dividing into stages the construction of Projects and the construction of related transportation infrastructure.

P.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 3:00 P.M. to 7:00 P.M.

PORTABLE SIGN: A sign not permanently affixed either to land or to a structure on land.

PRELIMINARY TRAFFIC ASSESSMENT: The Department of Transportation's initial determination of the requirements for review of the Project's compliance with transportation-related Specific Plan provisions, including the necessity for a Traffic Study.

PRIOR SPECIFIC PLAN (PSP PROJECTS). Projects permitted during the period from February 16, 1991, to the effective date of this Specific Plan amending the Ventura/Cahuenga Boulevard Corridor Specific Plan.

PROJECT: Any grading, construction, erection, addition to, or structural alteration of any building or structure, a use of vacant land, or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit. A Project shall not include interior construction or a change of use unless it (a) increases the floor area; or (b) increases the number of Trips; or (c) increases parking requirements pursuant to Section 7 F of this Specific Plan; or (d) includes a change of use which is not consistent with those permitted by Section 5 A 3 of this Specific Plan.

PROJECT PERMIT COMPLIANCE: An application submitted to the Director of Planning for a determination that the proposed Project meets the Specific Plan requirements and the Design Guidelines of this Specific Plan and, where applicable, that the Department of Transportation has determined in writing that the Project is in conformance with the transportation provisions of this Specific Plan.

PROJECT IMPACT ASSESSMENT FEE: The monies required to be paid into the Ventura/Cahuenga Boulevard Corridor Specific Plan Revenue Fund by an Applicant for a Project, based on the Project's floor area and land use, pursuant to the requirements of this Specific Plan.

REGIONAL COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point of regional commerce, identity and activity and containing a diversity of uses, such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.

[redacted] Lankershim Boulevard on the west.

APPENDIX D

Impacts in three of these issue areas (traffic, air quality, and solid waste) are due in part to existing and future regional constraints that affect virtually every major project in the area. The remaining issue area (noise) is specifically related to the Project Site and the methodology that was applied to analyze this environmental issue. These conclusions also apply to the Project's No Annexation scenario.

B. Individual Environmental Issues

1. Traffic

a. Construction

Project impacts with regard to lane and sidewalk closures are concluded to be less than significant. However, it is conservatively concluded that significant cumulative impacts with regard to lane and temporary sidewalk closures along Lankershim Boulevard only would occur if the sidewalk closures along Lankershim Boulevard from the proposed Metro Universal project and the proposed Project occurred at the same time. This conclusion primarily results from the duration of the proposed Metro Universal project's potential impacts, as Project impacts would be limited in location, as well as being intermittent and temporary. While significant lane closure impacts have the potential to occur, the permit process utilized by the Los Angeles Department of Transportation that the Project would follow is designed to minimize this type of impact (i.e., minimize the potential for multiple lane closures due to the implementation of mitigation measures in the same area at the same time).

b. Operations

(1) Roadway Intersections

An extensive series of project design features and mitigation measures have been identified to address the Project's significant traffic impacts. While these measures would substantially reduce the Project's intersection impacts, significant and unavoidable impacts would remain at the following roadway intersections:

Intersection 22: Hollywood Freeway northbound ramps & Campo de Cahuenga Way – afternoon peak hour;

Intersection 23: Metro Driveway & Campo de Cahuenga Way – afternoon peak hour;

Intersection 29: Cahuenga Boulevard & Riverside Drive – both peak hours;

Intersection 30: Cahuenga Boulevard & Moorpark Street – both peak hours;

Intersection 33: Lankershim Boulevard & Cahuenga Boulevard – morning peak hour;

Intersection 35: Lankershim Boulevard & Main Street – afternoon peak hour;

Intersection 36: Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive – morning peak hour;

Intersection 73: Lankershim Boulevard & Jimi Hendrix Drive – afternoon peak hour; and

Intersection 82: Olive Avenue & Warner Brothers Studios Gate 2/Gate 3 – afternoon peak hour.

In addition to the specific locations identified above, it is important to note that if any of the traffic mitigation measures within the City of Los Angeles or any other jurisdiction are determined to be infeasible as discussed in Section IV.B.1, Traffic Access – Traffic/Circulation, of this Draft EIR, 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 also occur until the implementation of the measure.

Cumulative conditions would result in significant impacts at several intersections and the proposed Project would contribute to these impacts. Thus, the Project's contribution to impacts under 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.

(2) Los Angeles County Congestion Management Plan

With implementation of the project design features and mitigation measures, significant Project and cumulative impacts would remain at the following seven freeway segments:

Segment 1: Hollywood Freeway south of Alvarado Street – afternoon peak hour (southbound);

Segment 2: Hollywood Freeway south of Vermont Avenue – afternoon peak hour (southbound);

APPENDIX E

Segment 3: Hollywood Freeway south of Santa Monica Boulevard – afternoon peak hour (southbound);

Segment 4: Hollywood Freeway south of Barham Boulevard – morning peak hour (northbound and southbound) and afternoon peak hour (southbound);

Segment 5: Hollywood Freeway north of Campo de Cahuenga Way – afternoon peak hour (northbound); and

Segment 10: SR 170 north of Magnolia Boulevard – afternoon peak hour (northbound).

(3) Neighborhood Intrusion Impacts

Proposed project design features and mitigation measures may reduce the Project's significant neighborhood intrusion impacts to a less than significant level. However, as at this time it is not known whether consensus would be reached on the implementation of mitigation measures or if the agreed upon measures would reduce the impacts to less than significance, to be conservative, it is concluded that mitigation of the potential neighborhood intrusion impacts would not be feasible and a significant Project and cumulative traffic intrusion impact would remain.

(4) Project Access

Implementation of the identified mitigation measures would reduce impacts with regard to Project access. However, Project and cumulative impacts related to Project access would remain significant at the following two access locations:

1. Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive – both peak hours; and

2. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive – both peak hours.

(5) Supplemental Caltrans Analysis

Caltrans requested that the Project impact analysis include an evaluation of the Project's potential effects on both on- and off-ramps, and on weaving/merging operations along those freeway segments to which the Project would add the most traffic. With the implementation of the project design features and mitigation measures, Project impacts to on- and off-ramp locations would be reduced to less than significant levels; whereas

weaving impacts would be reduced, but not to a less than significant level. No additional mitigation measures beyond those identified for on- and off-ramp and weaving impacts are required to address Project impacts. However, if Caltrans does not implement improvements to reduce impacts on the on- and off-ramps and freeway segments that would be affected by the Project, Project and cumulative on- and off-ramp and weaving impacts would remain significant and unavoidable. This conclusion also applies to the Project's No Annexation scenario.

2. Noise

On-site construction activities have the potential to result in significant noise impacts during daytime and nighttime hours. The implementation of the project design features and mitigation measures would reduce the daytime noise levels associated with grading and construction activities attributable to the Project; however, Project and cumulative impacts could remain significant and unavoidable. Mitigation measures proposed for nighttime construction would reduce impacts to a less than significant level, except when exterior nighttime construction as allowed by the Exceptions noted in Mitigation Measure C-2 occurs. As these limited types of nighttime construction activities would have the potential to exceed the established significance thresholds, a significant Project and cumulative impact could occur. It is important to note that while a significant impact would result under these circumstances, the likelihood that these circumstances would actually occur are limited, and when they do occur, the extent of this significant impact would be limited in duration.

3. Air Quality

a. Construction

Implementation of the mitigation measures would reduce Project construction emissions. However, regional construction impacts would remain significant and unavoidable for nitrogen oxides, carbon monoxide, volatile organic compounds, PM_{10}, and $PM_{2.5}$. Construction emissions would result in maximum ambient air concentrations across all construction scenarios that would exceed South Coast Air Quality Management District localized emissions thresholds, thereby resulting in significant and unavoidable impacts for nitrogen dioxide (1-hour and annual). Estimated construction emissions would also cause maximum ambient concentrations to exceed the new federal 1-hour nitrogen dioxide standard resulting in a significant impact. In addition, significant maximum ambient air concentration impacts would also occur with regard to PM_{10} (24-hour and annual) and $PM_{2.5}$ (24-hour) during both Mixed-Use Residential Area 1-Phase and 3-Phase construction, as well as during concurrent construction across all Areas.

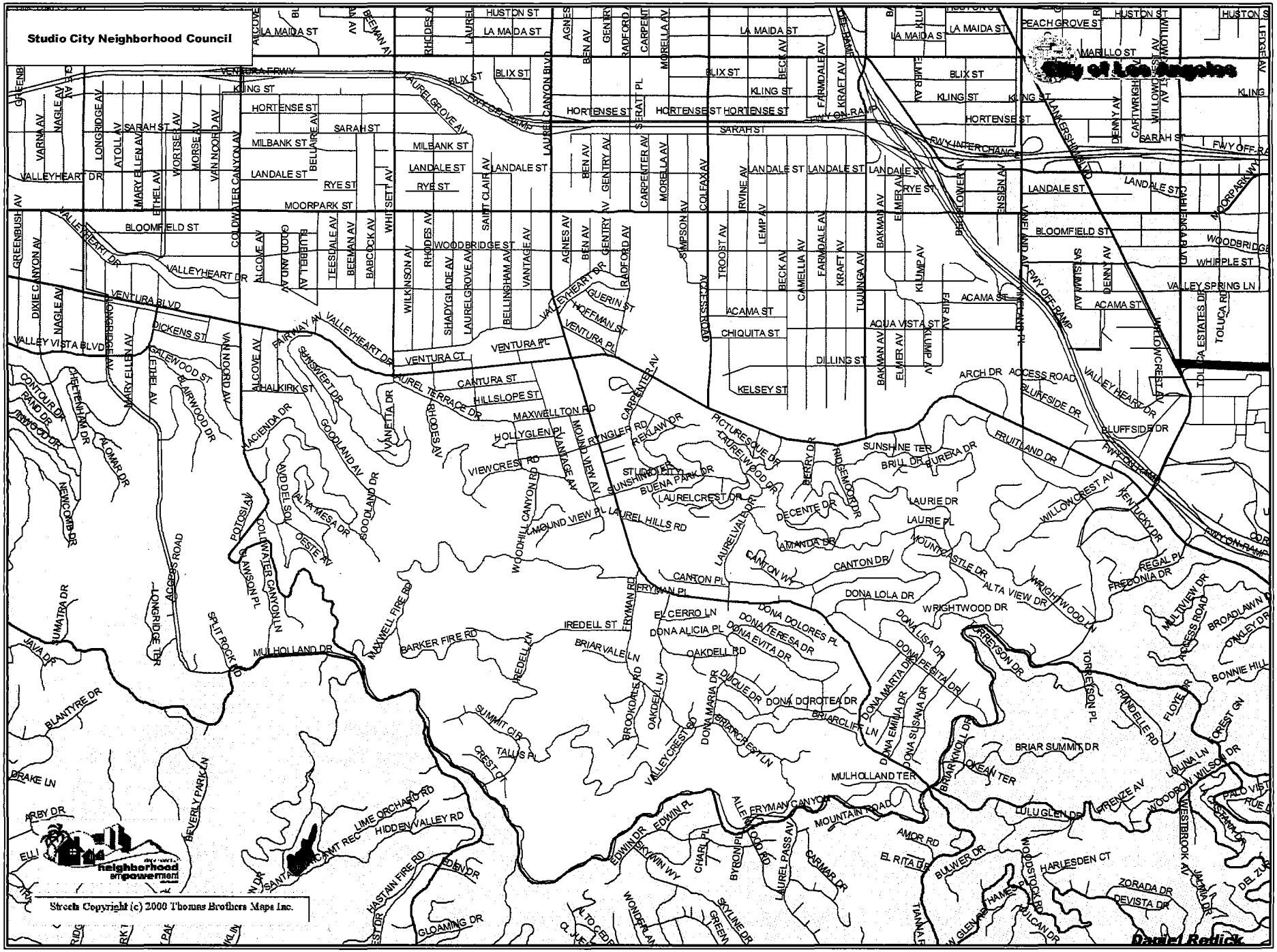
APPENDIX F

(vi) Cahuenga Pass Area

The Cahuenga Pass area is a single-family hillside area that is separated from the Project Site by the Hollywood Freeway as well as the Cahuenga Boulevard area. Given the size and hillside nature of this area, existing homes range from being at the same elevation as the Project Site, for those locations closest to Cahuenga Boulevard, to homes that are approximately ¾ mile from the Project Site at elevations that are much higher than the Project Site. The proposed Project's introduction of new residences, entertainment, and commercial opportunities would complement existing surrounding areas. Given the physical separation of the entire Project Site from the Cahuenga Pass area by both distance (i.e., approximately 500 feet up to ¾ mile) and intervening structures and infrastructure (e.g., the Hollywood Freeway, as well as existing off-site buildings in the previously described Cahuenga Boulevard and Tower areas), and that Project development would reflect existing on-site development patterns, the proposed Project would not substantially and adversely change the existing land use relationships between the Project Site and the Cahuenga Pass area and would not disrupt, divide, or isolate the existing Cahuenga Pass area. Thus, the proposed Project would have a less than significant physical land use impact with respect to this area.

[redacted] Studio City Area

The Studio City area is located to the west of the Cahuenga Pass area and is also a single-family hillside area that is separated from the Project Site by the Hollywood Freeway as well as the Cahuenga Boulevard area. The Studio City area includes homes whose elevations range from roughly the same as the Project Site to those that are located at elevations that are much higher than the Project Site. From this perspective, the proposed Project would generally continue existing uses with similar building heights. Much of the southwestern area of the Project Site which is closest to Studio City is already shielded from the Studio City area by the off-site mid- and high-rise structures within the previously described Tower Area, which range from 21 to 36 stories (i.e., approximately 188 to 506 feet in height), and the Hollywood Freeway. Given the physical separation of the Project Site from the nearest development within Studio City by both distance (i.e., a minimum of approximately 600 feet to over a mile away) and intervening structures and infrastructure (e.g., the off-site mid- and high-rise structures, the Hollywood Freeway, Lankershim Boulevard, Cahuenga Boulevard and Ventura Boulevard), and that Project development would reflect existing on-site development patterns, the [redacted] would not substantially and adversely change the existing land use relationships between the Project Site and the Studio City area and would not disrupt, divide or isolate the existing Studio City area. Therefore, the proposed Project would have a less than significant physical land use impact with respect to Studio City.


Studio City Neighborhood Council
City of Los Angeles
VENTURA FRWY
LA MAIDA ST
HUSTON ST
PEACH GROVE ST
MARILLO ST
BLIX ST
KLING ST
HORTENSE ST
SARAH ST
MILBANK ST
LANDALE ST
RYE ST
MOORPARK ST
BLOOMFIELD ST
WOODBRIDGE ST
WHIPPLE ST
VALLEY SPRING LN
VALLEYHEART DR
VENTURA BLVD
VALLEY VISTA BLVD
DICKENS ST
GALEWOOD ST
ACAMA ST
AQUA VISTA ST
CHIQUITA ST
DILLING ST
KELSEY ST
VENTURA CT
VENTURA PL
CANTURA ST
HILLSLOPE ST
MAXWELLTON RD
HOLLYGLEN PL
VIEWCREST RD
RINGLER RD
PICTURESQUE DR
LAUREL TERRACE DR
LAUREL HILLS RD
LAURELCREST DR
BUENA PARK DR
SUNSHINE TER
BRILL DR
EUREKA DR
FRUITLAND DR
ARCH DR
ACCESS ROAD
BLUFFSIDE DR
LAURIE DR
LAURIE PL
DECENTE DR
AMANDA DR
CANTON DR
CANTON PL
CANTON WY
MOUNTCASTLE DR
ALTA VIEW DR
WRIGHTWOOD DR
WRIGHTWOOD LN
DONA LOLA DR
DONA DOLORES PL
DONA TERESA DR
DONA EVITA DR
DONA LISA DR
DONA PEBITA DR
DONA MARTA DR
DONA EMILIA DR
DONA SUSANA DR
DONA DOROTEA DR
BRIARCLIFF LN
BRIARCREST LN
BRIAR KNOLL DR
BRIAR SUMMIT DR
OKEAN TER
MULHOLLAND TER
MOUNTAIN ROAD
FRYMAN CANYON
ALLENWOOD RD
LAUREL PASS AV
CARMAR DR
AMOR RD
EL RITA DR
BULWER DR
HARLESDEN CT
ZORADA DR
DEVISTA DR
LULU GLEN DR
FLORENZE AV
WOODROW WILSON DR
WESTBROOK AV
CHANDELLE RD
FLOYD DR
LOLINA LN
TORREYSON DR
TORREYSON PL
MULTIVIEW DR
ACCESS ROAD
BROADLAWN
ONKLEY DR
BONNIE HILL
FREDONIA DR
REGAL PL
WILLOWCREST AV
KENTUCKY DR
FWY ON-RAMP
FWY OFF-RAMP
FWY INTERCHANGE
LAURELGROVE AV
LAUREL CANYON BLVD
LANKERSHIM BLVD
VALLEY HEART DR
BLUFFSIDE DR
TOLUCA ESTATES DR
TOLUCA RD
MOORPARK WY
DENNY AV
CARTWRIGHT AV
WILLOWCREST AV
SATSUMA AV
ALCOVE AV
COLDWATER CANYON AV
COLDWATER CANYON LN
LANSON PL
POTOSI AV
OESTE PL
ALTA MESA DR
RVD DEL SOL
GOODLAND DR
GOODLAND AV
HACIENDA DR
SUNSWEPT DR
FAIRWAY AV
CHALKIRK ST
VANETTA DR
RHODES AV
WOODHILL CANYON RD
MOUND VIEW AV
MOUND VIEW PL
VANTAGE AV
CARPENTER AV
FRYMAN RD
FRYMAN PL
EL CERRO LN
DONA ALICIA PL
OAKDELL RD
IREDELL ST
IREDELL LN
BRIAR VALE LN
BROOKDALE RD
OAKDELL LN
VALLEY CREST RD
DUQUE DR
SUMMIT CIR
TALUS PL
CREST CT
MAXWELL FIRE RD
BARKER FIRE RD
MULHOLLAND DR
SPLIT ROCK RD
ACCESS ROAD
LOOMBRIDGE DR
SUMATRA DR
JAVA DR
BLANTYRE DR
DRAKE LN
ARBY DR
BEVERLY PARK LN
LIME ORCHARD RD
HIDDEN VALLEY RD
HASTAIN FIRE RD
GLOAMING DR
EDWIN PL
EDWIN DR
SKYWIN WY
CHARL PL
BYRON PL
WONDER AV
SKYLINE DR
GREEN
ALTO CEDRO
TIANNA
GLENWOOD
HAMES PL
VULCAN DR
WOODSTOCK RD
Neighborhood empowerment
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Daniel Redick

APPENDIX G

EXHIBIT H

(viii) Universal City Metro Red Line Station and Park & Ride Facility

Project development within the Business Area, across Lankershim Boulevard from the Universal City Metro Red Line Station, would continue current development patterns within this portion of the Project Site. This off-site location is currently proposed for the proposed Metro Universal project, a development of approximately 1.47 million square feet of various types of new commercial and possible residential uses to be developed in two phases. As the proposed Metro Universal project site under both current and proposed conditions would consist of commercial or mixed commercial/residential uses, the proposed Project would not substantially and adversely change the existing physical land use relationship between the Project Site and the Universal City Metro Red Line Station site, nor would it disrupt, divide or isolate the existing Universal City Metro Red Line Station site. As such, the proposed Project would have a less than significant physical land use impact with respect to this location.

(ix) Campo de Cahuenga

Development within the portion of the Project Site in proximity to the Campo de Cahuenga would be a continuation of existing land uses with building heights that are consistent with the existing mid- to high-rise office and studio structures that line the east side of Lankershim Boulevard. Future on-site buildings would be separated from the Campo de Cahuenga by the approximately 100-foot, six-lane Lankershim Boulevard roadway. As a result, the proposed Project would not substantially and adversely change the existing physical land use relationships between the Project Site and the Campo de Cahuenga and nor would Project development disrupt, divide or isolate the existing Campo de Cahuenga. Therefore, the proposed Project would have a less than significant physical land use impact with respect to this location.

(x) Weddington Park (South)

Development within the portion of the Project Site that is located across Lankershim Boulevard from Weddington Park (South) would be a continuation of existing on-site uses with building heights that are consistent with the existing mid- to high-rise office and studio structures that line the east side of Lankershim Boulevard. In addition, given the physical separation between the Project Site and Weddington Park (South) by Lankershim Boulevard and the Universal City Metro Red Line Station site (i.e., a minimum distance of approximately 125 feet), and that Project development would reflect existing on- and off-site development patterns, the proposed Project would not substantially and adversely change the existing physical land use relationships between the Project Site and Weddington Park (South) and would not disrupt, divide, or isolate Weddington Park (South). Therefore, the proposed Project would have a less than significant physical land use impact with respect to this location.

(xi) Residential Area West of Lankershim Boulevard

The residential area located west of Lankershim Boulevard consists of the City View Lofts, a multi-family residential development located along Lankershim Boulevard, and the Island residential area consisting of single-family homes located north of Valleyheart Drive and west of the City View Lofts. Weddington Park (South) is located south of this residential area. Adverse physical land use impacts are not anticipated as Project development in this area of the Project Site would reflect existing on-site development patterns and would be separated from this area by the approximately 100-foot Lankershim Boulevard roadway. In addition, physical land use connections between the Project Site and the Island residential area are limited due to the intervening four-story City View Lofts as well as Weddington Park (South). Therefore, the proposed Project would not substantially and adversely change the existing physical land use relationships between the Project Site and this area, and would not disrupt, divide, or isolate this residential area. As such the proposed Project would have less than significant physical land use impacts with respect to this area.

(xii) Lakeside Golf Club

Future development along most of the northern Project Site boundary would be similar to existing on-site development in terms of existing land uses (studio and office) and building heights (up to approximately 75 feet). The primary increase in building heights and massing, as compared to existing conditions, would occur within the Mixed-Use Residential Area between the Los Angeles River Flood Control Channel and Lakeside Plaza Drive, where future building heights of 170 to 180 feet could provide a substantial increase above the existing four-story Lakeside Plaza structure. Nonetheless, the Los Angeles River Flood Control Channel would continue to serve to physically separate the Project Site from the Lakeside Golf Club such that, similar to existing conditions, land uses and activities within the northern portion of the Project Site under the proposed Project would not have a substantial adverse physical land use connection with the golf club. Based on this physical separation and because Project development would primarily reflect existing on- and off-site development patterns, the proposed Project would not substantially and adversely change the existing physical land use relationship between the Project Site and the Lakeside Golf Club and would not disrupt, divide, or isolate the existing Lakeside Golf Club. Therefore, the proposed Project would have a less than significant physical land use impact with respect to this private recreational facility.

(xiii) Toluca Estates Residential Area

Although the proposed Project may provide building massing greater than that of the existing homes within Toluca Estates, the Los Angeles River Flood Control Channel would continue to serve to physically separate the proposed Project Site from the southernmost homes in this residential area by a minimum distance of approximately 200 feet. In

APPENDIX I

Site located along Barham Boulevard and Buddy Holly Drive is designated Very Low and Minimum Density Residential (RE20-1 and RE40-1 zones); (4) the southwest area of the Project Site located along the Hollywood Freeway is designated Regional Center, as well as Minimum and Medium Density Residential (C2-1, PB-1, P-1, RE15-1 and RE40-1 zones); and (5) a small portion of land along the north boundary, in the middle of the Project Site, adjacent to the Los Angeles River Flood Control Channel is designated Open Space (R1-1 zone). These Community Plan/General Plan and zoning designations are shown in Figures 7 and 8 on pages 270 and 271, respectively.

The Project Site is surrounded by a mix of commercial and residential uses, most of which are physically separated from the site by intervening facilities, such as the Los Angeles River Flood Control Channel and arterial roadways. Other movie studio and entertainment production companies are located northeast of the Project Site in Burbank's Media District, along with commercial development along Olive Avenue (which is the extension of Barham Boulevard into the City of Burbank). Properties proximal to the Project Site within the City of Burbank are designated for Media District business/ commercial and multi-family medium density residential use, with single-family residential uses located north and west of the Media District. The Lakeside Golf Club, Toluca Estates and the Toluca Lake residential areas are located in proximity of the Project Site to the north, across the Los Angeles River Flood Control Channel. This area is designated for use as Low Residential (R1-1 zone), Open Space (A1-1XL zone) and Community Commercial (C2-1 zone). The Hollywood Knolls residential area is east of the Project Site, with apartment development to the northeast (across Barham Boulevard) and is designated as Medium Residential (R3-1). The Hollywood Manor residential area is located within the Hollywood Knolls area, adjacent to the Project Site, and is designated for Low Residential (R1-1 zone) use.

The Universal City Metro Red Line Station, a City park and residential development are located west of the Project Site (across Lankershim Boulevard), designated for Community Commercial (R4-1L zone, C2-1 zone), Medium Residential (R3-1) and Open Space (OS-1XL) use. [redacted] As such, pursuant to Section 15130 of the CEQA Guidelines, in this EIR the proposed Metro Universal project is classified as a related project and [redacted] addressed in the [redacted] of cumulative [redacted] each environmental issue included in Section IV, Environmental Impact Analysis, of this Draft EIR.

APPENDIX J

SCNC BOARD

Barbara Monahan Burke
Ezra Dweck
Victor Helo
Wayne Kartin
Remy Kessler
Michael McCue
Ben Neumann
Richard Niederberg
Todd Royal
Lisa Sarkin
Gail Steinberg
Jeffrey Steinberg
Ron Taylor
Rita C. Villa
John T. Walker

STUDIO CITY NEIGHBORHOOD COUNCIL

CBS Studios Center
4024 Radford Ave.
Edit. Bldg. 2, Suite 6
Studio City, CA 91604
Phone: (818) 655-5400
Email: office@scnc.info
Web: www.scnc.info

ACTING PRESIDENT
John T. Walker

VICE PRESIDENT
John T. Walker

TREASURER
Remy Kessler

SECRETARY
Gail Steinberg

CORRESPONDING SECRETARY
Lisa Sarkin

November 19, 2009

Mr. Jon Foreman
City Planning Department
200 N. Spring Street
Los Angeles, CA 90012

SENT BY EMAIL & FAX

Re: Metro Universal Project ENV-2007-933-EIR
Universal City Vision Plan (Evolution Plan) ENV-2007-0254-EIR

Dear Mr. Foreman:

At the regular meeting on November 18, 2009, the Board of the Studio City Neighborhood Council passed the following motion:

MOTION 2009.11.18.9b: The Board of the Studio City Neighborhood Council respectfully requests the City Planning Department and the Los Angeles City Council combine the proposed Metro Universal Project and the Evolution Plan Environmental Impact Reports. The City Planning Department is now the lead agency for both proposed developments. There are so many impacts that the applicants term unavoidable on the surrounding communities and the EIRs are so complex that all facts and mitigations must be assessed as one development in one report. It is unfair and unreasonable to expect the communities to be able to compare these complex documents as two separate EIRs. The SCNC supports the combining of these proposed documents by the preparers.

Please inform us of your decision as soon as possible. If you have any questions, please do not hesitate to contact us.

Sincerely yours,

John T. Walker

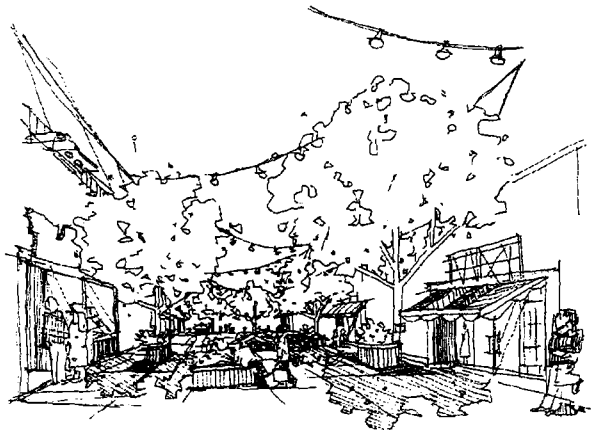
John T. Walker
(acting) President
Studio City Neighborhood Council

Cc: Mayor Antonio Villariagosa, City Council Members, Council District 2 Neighborhood Councils, Valley Alliance of Neighborhood Councils, Southeast Valley Neighborhood Councils and Southeast Neighborhood, Property and Residents Associations

JTW/ls

SITE PLANNING AND MASSING

This section provides recommendations concerning the overall organization of the site, including the relationship of buildings to each other and their surroundings.



The site planning of the project should accommodate pedestrian paths and uses along the street edges, as well as through mid-block passages where appropriate.

Pedestrian paths can provide opportunities for retail activities as well as for traversing significant grade changes.

Intent: Locate buildings and pedestrian circulation elements in relation to streets and open spaces to encourage pedestrian access and activity.

Guidelines:

SP1. Streets in the community should be pedestrian-oriented, with wide sidewalks, street trees, and landscaping between the sidewalk and buildings or curb, and on-street parking where appropriate.

SP1.A. Encourage walkability by providing continuous pedestrian access throughout the community.

SP1.B. Provide pedestrian pathways with appropriate amenities, including landscaping, lighting, seating areas, and view opportunities.

SP1.C. To promote better pedestrian access and to modulate the scale of development, mid-block pedestrian walkways are encouraged where consistent with the arrangement of public and private spaces.

SP2. Buildings should be oriented toward the street and encourage pedestrian activity and access. A variety of means may accomplish this, based on specific site conditions, street alignments, uses, and building types. Some of the design approaches which would support this objective include the following:

SP2.A. Across the site, buildings generally should be located proximate to the street curb, except where open spaces and plazas are intentionally used to separate buildings a greater distance from the street, or where prevented by topography and other physical conditions.

SP2.B. Within the Mid-rise/High-rise Town Center and where retail is anticipated at the ground level, buildings generally should be built to the sidewalk, except for occasional breaks for entryways, public gathering spaces, outdoor dining areas, pedestrian areas, arcades, sidewalk cafes, walk-up windows, mid-block pedestrian lanes, or architectural projections.

SP2.C. Larger residential buildings may have shared entries, with prominent lobbies or central courtyards facing the street. Larger buildings may also have separate entries to individual residential units at the street level.

SP2.D. Multifamily buildings may be oriented around a courtyard with a shared pedestrian entry, or separate entries to individual residential units.

SP2.F. Multifamily buildings may include townhouses with front doors directly accessible from the street, generally separated from the sidewalk by front stoops and porches, with living areas generally elevated above sidewalk grade to provide privacy.

SP2.E. Courtyards that are open to the street and provide visual interest, orientation, and a sense of invitation are encouraged.

SP2.G. Where topography or other conditions may create additional unanticipated spaces between the building and street, these spaces should be designed to be interesting and appealing through the use of landscaping, incorporation of pedestrian amenities, and other inventive means.

Intent: Create a variety of building types to accommodate a diverse range of commercial and residential needs.

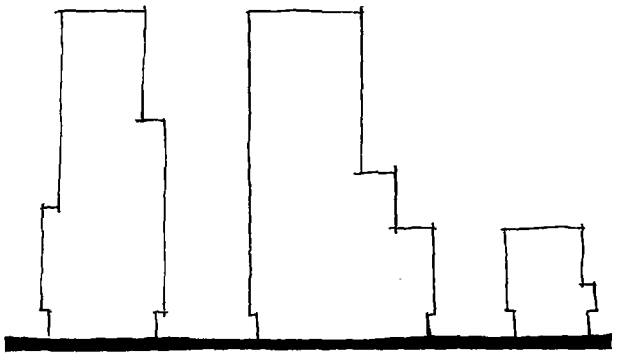
Intent: Create a skyline that is visually interesting while being sensitive to existing structures and neighboring communities, maintains views of regional landforms for existing and future residents, and maintains access to light and air.

Guidelines:

SP3. Building heights and massing should vary across the site.

SP4. The mass of tall buildings should be articulated and broken down to reduce their apparent bulk and to enhance the verticality of their proportions.

SP5. The massing of structures should consider nearby and adjacent building forms and open spaces.



Transitions in height and bulk should be used between areas of greater and lesser density. These transitions can be made by articulating individual building shapes and through connection with additional structures.

APPENDIX K,

APPENDIX K-2

Program: The Plan provides the potential for a floor area ratio bonus by providing for mixed use corridors in specific commercial areas.

Objective 1-3

To preserve and enhance the varied and distinct residential character and integrity in existing single and multi- family neighborhoods.

Policies

1-3.1 [redacted]

[redacted]

1-3.2 [redacted] residential densities are proposed.

[redacted]

1-3.3 Preserve existing views in [redacted]

[redacted] Citywide Hillside Ordinance and the Mulholland Scenic Parkway Specific Plan which contribute to preservation [redacted]

Objective 1-4

To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

Policies

1-4.1 Promote greater individual choice in type, quality, price and location of housing.

Program: The plan promotes greater individual choice through its establishment of residential design standards and its allocation of lands for a variety of residential densities.

1-4.2 Promote housing in mixed use projects in pedestrian oriented areas and transit oriented districts.

Program: The plan provides a bonus in floor area for mixed use projects in the areas identified in this policy.

1-4.3 Ensure that new housing opportunities minimize displacement of the residents.

APPENDIX L

SEWER ODOR CONTROL MASTER PLAN

OCTOBER 2006

Wastewater Engineering Services Division
Bureau of Sanitation
Department of Public Works
City of Los Angeles

CITY OF LOS ANGELES
SANITATION
DEPARTMENT OF
PUBLIC WORKS

EXECUTIVE SUMMARY

INTRODUCTION

The City of Los Angeles operates a wastewater collection system that consists of approximately 6,500 miles of sewers, 47 pumping plants, diversion structures, and various support facilities. This system collects sewage from 550 square miles and transports it to one of four sewage treatment plants operated by the City.

A natural phenomenon within any wastewater collection system is the production of odorous gases. Over the last decade the potential for odors venting from the sewer system has increased due to the effectiveness of the City's industrial pretreatment program, which includes the removal of heavy metals that would otherwise precipitate dissolved sulfide from solution.

The City has been working diligently to address these odor issues and has made significant progress in controlling odors within its sewer system. Odor control measures are being implemented and new state-of-the art odor control facilities are being planned. The City has developed an odor complaint hotline, which allows for more timely responses and quick resolutions to sewer-related odor complaints. The application of odor control chemicals to sewage has reduced hydrogen sulfide concentration in treated sewers by up to 90%. The use of air scrubbers at various hot spot locations in the collection system has reduced the release of odors in known venting areas, and the construction of relief sewers has reduced the air pressure in hydraulically overloaded pipes. The on-going repair of trap maintenance holes and construction of local sewers has alleviated the migration of odors from large diameter sewers to local residences. The on-going maintenance program has decreased the potential for septic conditions to occur. These odor control measures have produced a successful odor control program in the City of Los Angeles. Sewer odors and odor complaints continue to decline steadily.

The Odor Control Master Plan evaluates the current odor control program, conducts studies in strategic areas throughout the city, identifies causes of odors, and provides recommendations for improvements. The Sewer Odor Master Plan will be updated on an annual basis to assure that odor control strategies/measures are periodically challenged, solutions remain proactive, and technologies are current and effective.

EVALUATION OF [illegible]

The City identified and studied key areas of the sewer system based on the number of odor complaints and targeted these areas for detailed testing and analysis. Testing locations were selected based on the frequency of odor complaints as well as the physical characteristics of the collection system in the area. The physical characteristic include insufficient slope, severe slope reductions, downstream diameter reductions, major junction structures, and proximity to an inverted siphon, etc.

Four areas in the city with an unusually high number of complaints were identified as "hot spot" areas. They are:

- Studio City/North Hollywood Area - NOS & NHIS
- The Maze Area - South Los Angeles – NOS
- Sierra Bonita/West Hollywood Area VSF – LCSFVRS
- West Los Angeles/Culver City Area – WLAIS & WRS

Five additional areas were also identified as potential areas of concern and were analyzed in order to gain an accurate overview of the collection system. They are:

- Venice - Westchester Area (CIS)
- Baldwin Hills - Wilshire (WHIS/LCIS)
- Harbor Area
- West Valley
- East Los Angeles – Boyle Heights

Air pressure and hydrogen sulfide (H_2S) levels in the sewers in each area were monitored in order to qualify and quantify the odors, identify the cause of odors, and determine the optimum solutions.

RECOMMENDATIONS

For the hot spots, the recommendations are as follows:

Studio City/N. Hollywood Area

- Recommend pressure and hydrogen sulfide level be tested on a semi-annual basis for sewers with positive pressure in the NHIS, EVRS, NOS and VORS to periodically monitor the condition of the system.

- Recommend the chemical addition at Tillman to reduce the level of hydrogen sulfide in the collection system. (IMPLEMENTED – Since the implementation, the H2S level has been going down significantly in the EVRS).

- Recommend the construction of Radford/Woodbridge scrubber. (IMPLEMENTED – After scrubber on line, the pressure is being reduced significantly which led to the reduction in odor complaints.)

- Recommend the construction of the Glendale Burbank Interceptor Sewer (GBIS) as the long-term approach for odor control by reducing the pressure in the area. (IMPLEMENTED – The GBIS environmental process clearance is anticipated to be considered by Council in November 2006)

Glendale-Burbank Interceptor Sewer Information

[redacted]

Electronic Copy of
Los Angeles Integrated Resources Plan
Final Environmental Impact Report
May be obtained at the following link:

redirect.aspx?url=http%3a%2f%2fcityclerk.lacity.org%2flacityclerkconnect%2findex.cfm%3ffa%3dccfi.viewrecord%26amp%3bcfnumber%3d10-2389

Second Addendum for Glendale-Burbank Interceptor Sewer Alignment starts on page 3012 and continues to the end of the document.

The County of Los Angeles Superior Court has decided that the City of Los Angeles did not properly identify and analyze all of the environmental impacts of the Glendale-Burbank Interceptor Sewer (GBIS). The court determined there was a lack of analysis in regards to settlement impacts, traffic impacts, traffic mitigation, construction noise and cumulative impacts. There, the court ordered Los Angeles to suspend the GBIS project pending adequate environmental review. The first step of decertification was taken by the Los Angeles Public Works Board on December 12, 2007.

Final Order by Los Angeles Superior Court

Los Angeles Public Works Board Agenda for December 12, 2007

The final decertification of the Environmental Impact Report by the City of Los Angeles City Council is scheduled to occur on December 19, 2007. The required additional environmental analysis will occur over the next several months. However, the City of Burbank does not know whether Los Angeles will provide an opportunity for public review and comment on these documents.

Background

On November 30, 2005 the City of Los Angeles released a Draft Environmental Impact Report (EIR) to inform the public and decision makers (Los Angeles City Council) of the environmental effects of the Integrated Resources Plan (IRP). The IRP is an integrated wastewater facilities plan that describes the existing wastewater, recycled water, and runoff systems in the City of Los Angeles, identifies system inadequacies based on the needs projected for the year 2020, and provides recommended alternatives to address the future needs of the systems. The IRP would improve and upgrade the City's wastewater and recycled water systems, and runoff management programs through the year 2020.

One of the projects discussed in the Draft EIR is a sewer tunnel project that is proposed to extend from the Los Angeles Zoo to Toluca Lake. The construction of this sewer tunnel project, known as the Glendale-Burbank Interceptor Sewer (GBIS), could have the most construction-related impacts to Burbank of any project identified in the IRP. GBIS is a part of each alternative presented in the IRP.

On November 14, 2006, the Los Angeles City Council has certified the Final Environmental Impact Report (EIR) for the Los Angeles Integrated Resources Plan (IRP). The Final EIR recommends an alignment of the Glendale-Burbank Interceptor Sewer (GBIS) which runs under Forest Lawn Drive, north under Pass Avenue, and west under Riverside Drive . It does not include any tunnel shaft sites in the City of Burbank or directly adjacent to the City property (i.e. Pollywog). The Final EIR also incorporates voluntary measures into the design of the recommended GBIS alignment including the elimination of maintenance holes within the City of Burbank and vibration and noise controls.

Below are a number of documents that are available online.

- The Petition for Writ of Mandate for Noncompliance with California Environmental Quality Act (CEQA)
  Petition for a Writ of Mandate
- The Final EIR
  redirect.aspx?url=http%3a%2f%2fwww.lacity.org%2fsan%2firp%2findex.htm

- The Draft EIR:
  redirect.aspx?url=http%3a%2f%2fwww.lacity-irp.org%2fDraftEIR.pdf
- List of comment letters received by the City of Los Angeles:
  redirect.aspx?url=http%3a%2f%2fwww.lacity-irp.org%2fdocuments%2fdraft-eir-comments.pdf
- Index of GBIS related pages in the Draft EIR:
  Index of IRP-GBIS Pages of Interest
- Draft EIR Approval Process Flow Chart:
  Draft EIR Flow Chart
- Map of the Draft EIR GBIS Alignments and Hybrid Alignment:
  GBIS Maps
- Los Angeles Report on Alternative GBIS Alignments:
  Draft Joint Report to City Council Motion 06-0234
- Letter from Los Angeles City Council Member Tom LaBonge:
  Tom LaBonge May 2006 Letter to City of Burbank
- Letter from City of Los Angeles Bureau of Sanitation:
  June 2006 Letter Regarding Construction Mitigation

The City of Burbank has sent a number of comment letters to the City of Los Angeles regarding this project. Those letters can be viewed by clicking on the links below:

COMMENT LETTERS SENT	DATE SENT
Initial City of Burbank Comment Letter	2/15/2006
Comment Letter - Request for Additional Time	2/23/2006
Comment Letter - Hybrid Route	3/22/2006
Comment Letter - Los Angeles River Route	3/30/2006
Comment Letter - Resident Correspondence	3/30/2006
Comment Letter - Real Estate Concerns	3/30/2006
Comment Letter - Alternate Alignment Enclosure (Attachment)	10/31/2006
Comment Letter	11/09/2006

Los Angeles Draft Recommendations

The City of Los Angeles has released their draft recommendations for the Integrated Resources Plan IRP, including the Glendale-Burbank Interceptor Sewer alignment. The draft recommendations are available at the City of Los Angeles IRP website.

APPENDIX N

Appendix I-1-1

Drainage Technical Report

The Project is proposed to be implemented via two proposed Specific Plans and various other land use entitlements. One proposed Specific Plan would address development within the County portions of the Project Site, mainly the Entertainment, Studio and Business Areas; the other proposed Specific Plan will address development within the City portions of the Project Site, mainly the Mixed-Use Residential Area.

The proposed Specific Plans would describe a range of allowable land uses and square footages, as well as applicable building envelopes providing height limitations, setbacks, and related urban design parameters. As flexibility is contemplated in the proposed Specific Plans with regard to particular uses, siting, and massing characteristics, a Conceptual Plan has been prepared as an illustrative scenario to comprehensively demonstrate a potential development program that implements the proposed Specific Plans' land use and development standards. The current Conceptual Plan for the Project is shown in Figure No. 5 on page 19. Although the Conceptual Plan provides a reasonable illustration of how the future Project Site may appear, the uses, location, and orientation of actual future buildings have not yet been determined.

The proposed development program is supported by a Circulation Plan which consists of improved access, enhanced internal circulation and convenient parking opportunities. Figure No. 6 on page 20 sets forth the Project's proposed circulation plan. In addition, the Project proposes to implement an integrated plan for landscape improvements throughout the Project Site, including a proposed Trailhead Park along the Project's Los Angeles River Flood Control Channel frontage of the Project Site.

2.0 ENVIRONMENTAL SETTING

2.1 Regional Conditions

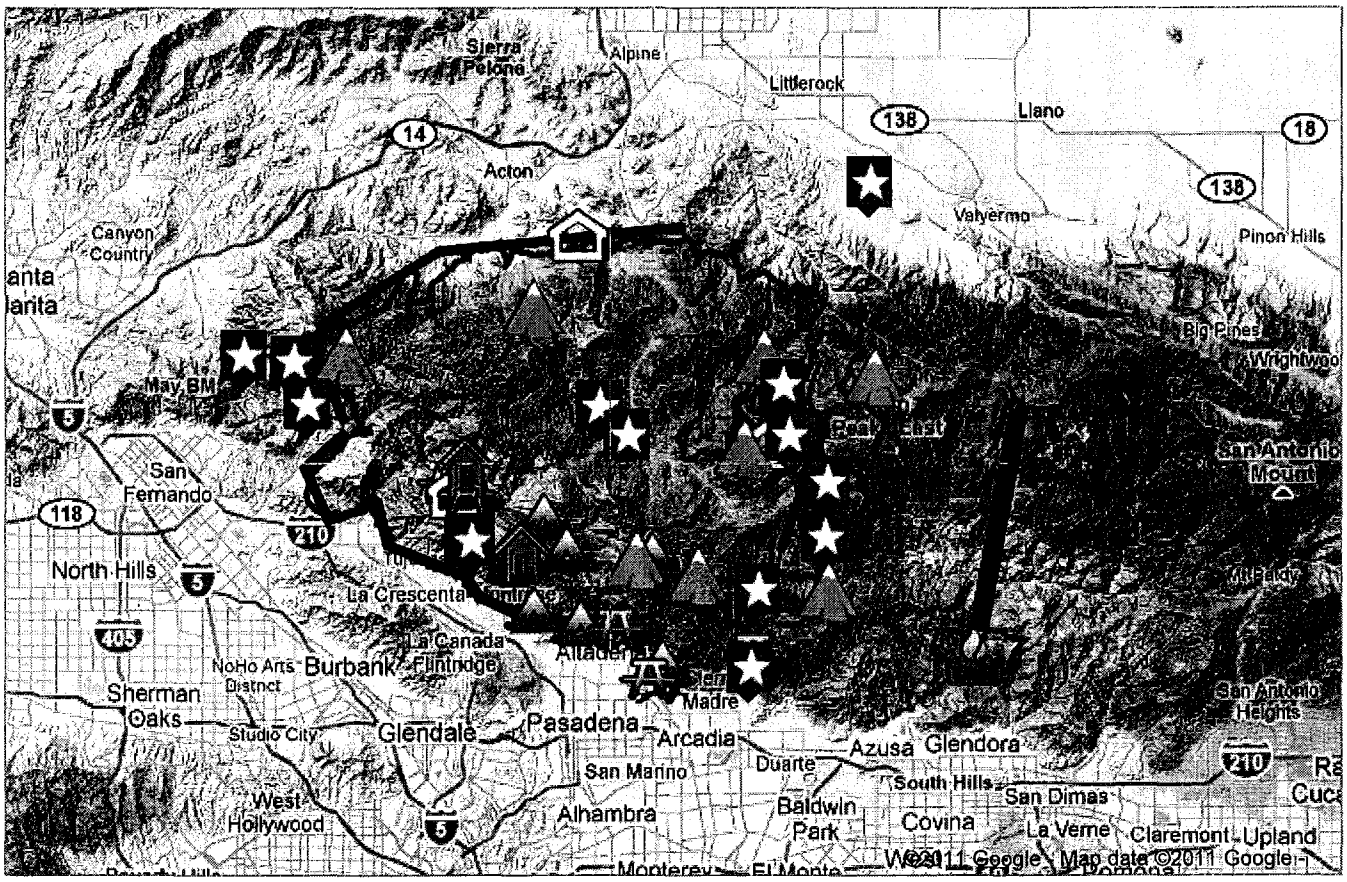
The Project Site is located in the San Fernando Valley, a region bound by the San Gabriel Mountains to the north and the Santa Monica Mountains to the south. The Los Angeles River flows through the San Fernando Valley region. The Project Site is located on the south edge of the San Fernando Valley against the northern slopes of the Santa Monica Mountains, and south of the LAFCC/Los Angeles River.

Runoff from the Project Site drains to the LAFCC/Los Angeles River located adjacent to the Project Site. The Los Angeles River watershed covers a land area of over 834 square miles from the eastern Santa Monica Mountains to the San Gabriel Mountains to the west. A map of the Los Angeles River watershed is shown on Figure No. 7. [redacted] The Los Angeles River begins in the northwest portion the County, westerly of Universal City, runs easterly past the Project Site and connects with streams that drain southerly from north County to the

[1] "Los Angeles River Watershed," County of Los Angeles, Department of Public Works; http://www.ladpw.org/wmd/watershed/la/.

Google maps

To see all the details that are visible on the screen, use the "Print" link next to the map.



Los Angeles Times fire map

Los Angeles fire map: Mt. Wilson, Tujunga, Acton, Altadena, Pasadena, Sierra Madre - 6:36 p.m., 9/11/09: The Station fire is now 77% contained, fire officials said today. Crews are still working on removing vegetation on the southern and eastern edges of the blaze.
12,695 views - Public
Created on Jul 12, 2010 - Updated Jul 12, 2010
By Ron L

Oak Glen fire contained
2:34 p.m., 9/9/09: The Oak Glen Fire was 100% contained on Sept. 8 at 6:30 a.m. The blaze burned 1,159 acres, destroying one home and one outbuilding. Another home was damaged.
-- Los Angeles Times, for the latest fire news, go to LA Now.

CAL FIRE: Oak Glen Fire Incident Information

Cogswell Reservoir
4:51 p.m., 9/9/09: Unfavorable weather in the past two days prevented the backfires from occurring in the Cogswell Reservoir area--a tactic intended to prevent the spread of the flames further east. But firefighters hoped conditions would improve today to let the operation begin.

2:02 a.m., 9/7/09: Fire crews were planning to light backfires near Mt. Wilson and Cogswell Reservoir on Monday to destroy fuel.

--Los Angeles Times For the latest on the fires, head to LA Now.

Devil's Canyon / San Gabriel Wilderness burning

4:50 p.m., 9/9/09: The fire continues burning into the San Gabriel Wilderness, firefighters were hoping weather conditions would improve so they can create backfires just east of the fire lines to prevent the flames' spread further east. (The icon shows the location of Devil's Canyon, which runs in a north-south direction.)
--Los Angeles Times For the latest on the fires, head to LA Now.

Mount Wilson: Safe
4:44 p.m., 9/9/09: Officials over the last two days have had to postpone planned backfires in the area from Mt. Wilson east to Cogswell Dam area because weather conditions were unfavorable. Firefighters today were hoping for calm winds and ideal temperatures so they could conduct the controlled burns.
11:40 a.m., 9/4/09: The fire continued to burn near the base of Mt. Wilson, a critical communications site in Southern California and also home to an observatory, but the area had not been overrun and that firemen were working to protect the structures.
Story: Crews wage 5-day battle to save Mt. Wilson
Story: Scientists say fire sets observatory back
--Los Angeles Times For the latest on the fires, head to LA Now.

Juniper Hills
2 a.m., 9/7/09:The eastern edge of the fire, now 51% contained, continued to burn out of control in the remote San Gabriel Wilderness. It remained a safe distance from populated areas, but fire officials remained concerned that some winds could eventually push the fire north and east into the Antelope Valley. On Sunday, as smoke drifted over Littlerock and Juniper Hills, sheriff's deputies were deployed in those communities in case an evacuation was needed. Officials continued hoping the fire would not cross Highway 39 to the east.
--Los Angeles Times For the latest on the fires, head to LA Now.

Mt. Hillyer
1:58 a.m., 9/7/09: Part of the fire's eastern edge is shaped like a horseshoe, with the open end to the northeast and with flames surrounding Mt. Hillyer. California 39, a mountain road that runs north from Azusa, is the line officials hope the fire won't cross.

--Los Angeles Times For the latest on the fires, head to LA Now.

Angeles Crest Christian Camp damage report
1:57 a.m., 9/7/09: At Angeles Crest Christian Camp, along California 2, the smoke was too thick to fully assess damage. At least three structures had burned and 26 had been saved, officials said.

-- Los Angeles Times For the latest, go to LA Now.

Hwy. 39: Approximate location
1:56 a.m., 9/7/09: The eastern edge of the fire, now 51% contained, continued to burn out of control in the remote San Gabriel Wilderness. It remained a safe distance from populated areas, but fire officials remained concerned that some winds could eventually push the fire north and east into the Antelope Valley. On Sunday, as smoke drifted over Littlerock and Juniper Hills, sheriff's deputies were deployed in those communities in case an evacuation was needed. Officials continued hoping the fire would not cross Highway 39 to the east.
-- Los Angeles Times For the latest, go to LA Now.

Vetter Mountain Fire Lookout lost
9 a.m., 9/6/09: Among the structures lost in the station fire is the historic Vetter Mountain Fire Lookout, a 74-year old wood and granite structure which was the last lookout standing in the Angeles National Forest. The spot was popular with hikers. "We feel like we lost a family member," said Pam Morey, head of the Angeles Forest Fire Lookout Assn. "It's especially hard to lose something you love to arson."-- Los Angeles Times, for the latest fire news, go to LA Now.

Chantry Flat / Santa Anita Canyon safe for now
5:40 p.m., 9/9/09: Echo Mountain, Eaton Canyon, Henninger Flats, Chantry Flat, and Millard Canyon at and below the campground appeared unscathed. --Los Angeles Times For the latest on the fires, head to LA Now.
-- Los Angeles Times For the latest, head to LA Now

LAUSD's Clear Creek camp spared
12:13 a.m., 9/5/09: The Clear Creek Outdoor Educational Center, run by the LA Unified School District,

was spared, said Mark Gardina, its director. "The cabins and main buildings were spared. We have been preparing for this for the past ten years. Each year we have increased the fire clearance in the hopes [of] surviving this worst case scenario. We only lost some small structures and storage lockers, a greenhouse, and a van. The fire burned within feet of every structure, but with the fuel reduction and the firefighters, the site was saved," Gardina wrote in an e-mail to the Los Angeles Times.
-- Los Angeles Times For the latest, head to LA Now
+34° 16' 37.86", -118° 10' 15.86"

Fire caused by arson, officials say
11:43 p.m., 9/4/09: Substance found near Station fire ignition point is key evidence in arson probe

11:49 p.m., 9/3/09: A mammoth forest fire that killed two firefighters and has burned more than 147,000 acres was an act of arson, authorities said. On Wednesday, authorities cordoned off an area near Mile Marker 29 along Angeles Crest Highway with yellow tape, blocking the highway as investigators searched through the ash under a scorched oak tree using wire mesh sifters. The probe has been complicated somewhat by the fact that fire burned over the point of origin twice, making the collection of evidence difficult, other sources familiar with the investigation told The Times.
--Los Angeles Times For the latest on the fires, head to LA Now.

Northern flank largely under control
11:40 p.m., 9/4/09: The northern perimeter of the fire was "very secure."

-- Los Angeles Times For the latest, go to LA Now.

Western front under control
11:40 p.m., 9/4/09: The western edge of the fire was under control.

-- Los Angeles Times For the latest, go to LA Now.

Dillon Divide
11:36 p.m., 9/4/09: Crews today were able to close the fire line around Pacoima Canyon.

11:33 a.m, 9/4/09: Battling the flames in the Pacoima Canyon area was difficult because of brush that reached heights of 20 feet and steep terrain where firefighters could reach out their hand and touch the slopes they were climbing. The only current evacuations are six homes near that area along Little Tujunga Canyon Road. Eleven homes -- roughly 25 residents -- were evacuated in the Dillon Divide area yesterday. -- Los Angeles Times For the latest, head to LA Now.

Pacoima Canyon: Fire lines contained
11:36 p.m., 9/4/09: Crews today were able to close the fire line around Pacoima Canyon.

11:31 a.m., 9/4/09: Battling the flames in the Pacoima Canyon area was difficult because of brush that reached heights of 20 feet and steep terrain where firefighters could reach out their hand and touch the slopes they were climbing. The only current evacuations are six homes near that area along Little Tujunga Canyon Road.
-- Los Angeles Times For the latest, head to LA Now.

Mendenhall Peak
11:36 p.m., 9/4/09: Crews today were able to close the fire line around Pacoima Canyon.

12:05 a.m., 9/4/09: On the western edge of the fire, crews managed to cut a series of breaks to further protect the area around Pacoima Canyon.

1:05 p.m., 9/3/09: The fire is active around Mendenhall Peak, near where firefighters are trying to save homes. -- Los Angeles Times For the latest, head to LA Now

Gold Creek Road
11:34 p.m., 9/4/09: Gold Creek Ranch evacuation holdouts tell their Station fire tale of survival

1:57 p.m., 9/3/09: Five people who refused to leave Gold Creek Road when the area was evacuated made it through the Station fire. The five residents created quite a drama Monday when the fire moved closer to their homes. After defying the evacuation order issued over the weekend, some of the residents changed their minds and asked to be rescued. The problem is there was no way to get to them. Later in the day, there was word the group didn't want to be rescued.

-- Los Angeles Times For the latest, head to LA Now

Chilao area burned by fire
11:27 p.m., 9/4/09: Flames continue to spread in the San Gabriel Wilderness at the eastern edge. The priorities moving forward remained in the San Gabriel Wilderness and in the Chilao area.

11:40 p.m., 9/1/09: On Tuesday evening, residents in a remote enclave called Chilao were taking stock of their losses. Three of four 80-year-old homes were destroyed. For decades, Caltrans workers have lived there alongside Angeles Crest Highway, about 10 miles northeast of Mt. Wilson, and kept the road free of debris, rocks and snow for the benefit of thousands of people who travel to the top of the Angeles National Forest year round. "We were left on our own here," said equipment operator Robert Torres, whose home was the only residence spared. "At one point, there was a helicopter flying overhead with a bladder full of water and not dropping. What does that tell you?" -- Los Angeles Times

Camp Hi-Hill survives
7:55 p.m., 9/4/09: Camp Hi-Hill, the Long Beach Unified School District's outdoor science camp, has survived, despite being within the fire's perimeter, the district said yesterday. In a statement, it said that brush clearance it performed appeared to have helped save the camp. -- Los Angeles Times For the latest, go to LA Now.

+34° 15' 17.01", -118° 5' 42.79"

Newcomb's Ranch saved
5:02 p.m., 9/4/09: Newcomb's Ranch, a popular restaurant deep in the Angeles National Forest, was saved as of this morning, according to Vicki Stevens, office manager for the nearby Angeles Crest Christian Camp.
-- Los Angeles Times For the latest, go to LA Now.

Sturtevant Camp at risk
1:18 p.m., 9/4/09: Crews were lighting backfires along the southeastern edge of the fire to prevent its spread. -- Ari Bloomekatz at the command center.

9:19 p.m., 9/2/09: The fire was pushing to the southeast in the mountains high above Sierra Madre and Monrovia as firefighters tried to save portions of Santa Anita Canyon, Chantry Flats, Devil's Canyon, Sturtevant's Camp and other areas. Officials said they were trying to push the fire to the north into the wild lands.

-- Los Angeles Times For the latest, head to LA Now

Monrovia, Sierra Madre not in danger
12:52 a.m., 9/6/09: Crews were fending off fire on the southeastern end of the blaze and were trying to keep it from burning into Santa Anita Canyon and Chantry Flats north of Arcadia and Monrovia.

-- Los Angeles Times For the latest, go to LA Now.

Southwest flank largely under control
11:19 a.m., 9/4/09: The southwestern flank of the fire is largely under control. Containment lines have been added to the west of the fire and to the south, above Altadena.
-- Los Angeles Times For the latest, go to LA Now.

Acton and Agua Dulce appear to be safe
11:15 a.m., 9/4/09: Firefighters have controlled the blaze south of Acton, Agua Dulce. -- Los Angeles Times For the latest, go to LA Now.

Pendleton Fire 100% contained
11 a.m., 9/4/09: The Pendleton Fire was declared 100% contained at 7:15 a.m. today. The blaze burned 860 acres and destroyed one home and one outbuilding. the Cause was under investigation.

-- Los Angeles Times, for the latest fire news, go to LA Now.

Pendleton Fire Incident Information

Stony Ridge Observatory spared

12:07 a.m., 9/4/09: It appeared Stony Ridge Observatory has been spared the worst.
4:30 p.m., 9/3/09: The Stony Ridge Observatory, home to a hand-built 30-inch telescope and 30-foot dome, has so far survived, but remains in danger.
-- Los Angeles Times For the latest, head to LA Now
+34° 18' 5.60", -117° 59' 52.40"

Camp Colby: Surveying what's lost, what's saved
7:10 p.m., 9/3/09: Manager returns to Camp Colby to find out what is lost, and what is saved. (Location corrected.)
-- Los Angeles Times For the latest, head to LA Now

Morris fire contained
3 p.m., 9/3/09: Morris fire is 100% contained. The fire began about 4:30 p.m. Aug. 25 and burned 2,168 acres in San Gabriel Canyon near Morris Dam.

Morris Fire Incident Information

Source: GeoMAC, Aug. 29, and Inciweb.

Morris fire perimeter
3 p.m., 9/3/09: Morris fire is 100% contained. Source: GeoMAC, Aug. 29, and Inciweb.

Hidden Springs Cafe destroyed
8:56 p.m., 9/2/09: Hidden Springs Cafe, a haven for bikers, a coffee stop for commuters and a home to owner Jim Lewis and his family, has been consumed by the wildfire. -- Los Angeles Times

Big Tujunga Canyon: Residents return to see burned homes
8:36 p.m., 9/2/09: Big Tujunga Road under mandatory evacuation. Story: In Big Tujunga Canyon, fire leaves behind mourners and miracles

Angeles Crest Ranger Station
8:27 p.m., 9/2/09: Angeles Crest Ranger Station was the station closest to the ignition point of the fire.
-- Los Angeles Times For the latest, go to LA Now.

Paradise Valley celebrates
8:11 p.m., 9/2/09: La Cañada Flintridge residents express their gratitude to firefighters: The sign in the frontyard of one Ocean View Boulevard home in La Cañada Flintridge said it all: "Thank you for saving Paradise Valley." The mandatory evacuation order for the neighborhood was lifted Tuesday morning.

La Crescenta, La Cañada Flintridge declared safe
12:30 a.m., 9/2/09: Mandatory evacuation order in Briggs Terrace, and all of La Crescenta and La Cañada Flintridge are lifted.
7:52 a.m., 9/1/09: In the once-threatened area of Briggs Terrace, firefighters using flares set backfires from the top of the ridge gradually down toward the homes. The burnouts neutralized the danger of the wildfire coming down. Nathan Judy of the U.S. Forest Service. "Everybody in that neighborhood has nothing to worry about," said Nathan Judy of the U.S. Forest Service."There's no fuel to burn. We took it away."

Cottonwood fire in Hemet
10:15 p.m. 8/31/09: Cottonwood fire, which started shortly after 5 p.m. on Aug. 27, is contained. The wildfire burned 2,409 acres in the San Bernardino National Forest.
-- Los Angeles Times, for the latest fire news, go to LA Now.

Mount Gleason
9:40 p.m., 8/30/09: Two firefighters were fatally injured near Mt. Gleason Sunday afternoon. TV footage showed a truck rolled over on a mountainside.

Palos Verdes Peninsula fire
12 a.m. 8/30/09: The fire, which began about 8 p.m. on Aug. 27, was fully contained by the early afternoon of Aug. 29..
-- Los Angeles Times, for the latest fire news, go to LA Now.

Big Tujunga Ranger Station
6:50 p.m., 8/29/09: Camps between Big Tujunga Ranger Station east to Highway 2 and north to Chilao are under mandatory evacuations. -- Los Angeles Times For the latest, head to LA Now

Switzer Falls Picnic Area
1 p.m. 8/29/09: Switzer Falls Picnic Area

Millard Campground spared
1 p.m. 8/29/09: Threatened by flames.

Mt. Waterman
11:27 p.m., 9/7/09: Winds and low humidity stoked flames on the northern front of the huge Station fire Monday, while the western flank from La Cañada Flintridge to Acton remained quiet. The 157,200-acre blaze, the largest in the recorded history of Los Angeles County, was 56% contained. Winds blowing 30 to 40 mph energized the fire in the Pleasant View Ridge area of the San Gabriel Wilderness, north of Mt. Waterman. But for the most part the charred horn of the fire area stretching from La Cañada Flintridge around the San Gabriel Mountains to the Littlerock area in the high desert was under control. -- Los Angeles Times For the latest, head to LA Now

Station fire perimeter

Station fire perimeter
4:13 p.m, 9/9/09: Helicopters have dropped crews at the Station fire's eastern edge to try to construct a firebreak near Chileno Canyon and control the blaze's spread into the San Gabriel Wilderness. The western and northern edges of the blaze are holding, but the east and southeastern portions remain worrisome. Officials over the last two days have had to postpone planned backfires in the area from Mt. Wilson to the north and northeast and in the Cogswell Dam area because weather conditions were unfavorable. Firefighters today were hoping for calm winds and ideal temperatures so they could conduct the controlled burns. The fire still threatens 3,850 structures, though there are no evacuations. Red line shows approximate boundaries of the Station Fire taken overnight, as detected by satellite; the growth of the fire was relatively small in the past 24 hours. Source: GeoMAC
--Los Angeles Times For the latest on the fires, head to LA Now.

Station fire perimeter
4:13 p.m, 9/9/09: Helicopters have dropped crews at the Station fire's eastern edge to try to construct a firebreak near Chileno Canyon and control the blaze's spread into the San Gabriel Wilderness. The western and northern edges of the blaze are holding, but the east and southeastern portions remain worrisome. Officials over the last two days have had to postpone planned backfires in the area from Mt. Wilson to the north and northeast and in the Cogswell Dam area because weather conditions were unfavorable. Firefighters today were hoping for calm winds and ideal temperatures so they could conduct the controlled burns. The fire still threatens 3,850 structures, though there are no evacuations. Red line shows approximate boundaries of the Station Fire taken overnight, as detected by satellite; the growth of the fire was relatively small in the past 24 hours. Source: GeoMAC
--Los Angeles Times For the latest on the fires, head to LA Now.

Vogel Flats picnic area
5:18 p.m., 9/9/09: In Big Tujunga Canyon and the Arroyo Seco -- at popular spots such as Wildwood, Vogel Flats and Gould Mesa -- picnic tables, barbecues, restrooms, even some trees survived. But the surrounding landscape looked like a moldering wasteland.
--Los Angeles Times For the latest on the fires, head to LA Now.
+34° 17' 20.40", -118° 13' 37.20"

Wildwood picnic area
5:18 p.m., 9/9/09: In Big Tujunga Canyon and the Arroyo Seco -- at popular spots such as Wildwood, Vogel Flats and Gould Mesa -- picnic tables, barbecues, restrooms, even some trees survived. But the surrounding landscape looked like a moldering wasteland.
--Los Angeles Times For the latest on the fires, head to LA Now.

+34° 17' 45.96", -118° 14' 30.01"

Gould Mesa campground
5:18 p.m., 9/9/09: In Big Tujunga Canyon and the Arroyo Seco -- at popular spots such as Wildwood,

Vogel Flats and Gould Mesa -- picnic tables, barbecues, restrooms, even some trees survived. But the surrounding landscape looked like a moldering wasteland.
--Los Angeles Times For the latest on the fires, head to LA Now.
+34° 13' 23.01", -118° 10' 42.26"

Southeastern flank
6:19 p.m., 9/9/09: Orange line indicates the rough location of the Rincon Truck Trail Road. A burnout operation was slated to occur on the Rincon Truck Trail Road on the northside of Monrovia Peak, east of Mt. Wilson. The burnout operation is intended to eliminate fuel on the ridgeline to prevent the fire from moving south toward the communities of Sierra Madre and Monrovia. But firefighters were having a difficult time with the steep terrain, and much of the work was being done inch by inch. -- Ari B. Bloomekatz
--Los Angeles Times For the latest on the fires, head to LA Now.

Fire creeping northeast
6:07 p.m, 9/9/09: Fire continues creeping toward the east and northeast. Helicopters have dropped crews at the Station fire's eastern edge to try to construct a firebreak near Chileno Canyon and control the blaze's spread into the San Gabriel Wilderness. The western and northern edges of the blaze are holding, but the east and southeastern portions remain worrisome. Since Monday, officials have had to postpone planned backfires in the area from Mt. Wilson to the north and northeast and in the Cogswell Dam area because weather conditions were unfavorable.
--Los Angeles Times For the latest on the fires, head to LA Now.

Henninger Flats campground spared
5:40 p.m., 9/9/09: Echo Mountain, Eaton Canyon, Henninger Flats, Chantry Flat, and Millard Canyon at and below the campground appeared unscathed. --Los Angeles Times For the latest on the fires, head to LA Now. +34° 11' 33.02", -118° 5' 15.25"

Eaton Canyon Park spared
5:40 p.m., 9/9/09: Echo Mountain, Eaton Canyon, Henninger Flats, Chantry Flat, and Millard Canyon at and below the campground appeared unscathed. --Los Angeles Times For the latest on the fires, head to LA Now.

Echo Mountain campground spared
5:40 p.m., 9/9/09: Echo Mountain, Eaton Canyon, Henninger Flats, Chantry Flat, and Millard Canyon at and below the campground appeared unscathed. --Los Angeles Times For the latest on the fires, head to LA Now.
+34° 12' 40.01", -118° 7' 16.26"

Mt. Lowe and upper Millard Canyon burned
5:29 p.m., 9/9/09: The west side of Mt. Lowe and upper Millard Canyon burned. Parts of the Sunset Ridge trail, from Altadena to Mt. Lowe, had already fallen into the depths of Millard Canyon, and rains this winter could further damage the trail.
--Los Angeles Times For the latest on the fires, head to LA Now.
+34° 13' 55.01", -118° 6' 21.25"

Monrovia Peak
6:16 p.m., 9/9/09: Fire officials were planning to burn areas of forestland to eliminate fuel, hoping to prevent the fire's spread to the south and east. One burnout operatin was slated to happen on the Rincon Truck Trail Road on the north side of Monrovia Peak. --Ari B. Bloomekatz.
--Los Angeles Times For the latest on the fires, head to LA Now.

The eastern flank
6:25 p.m., 9/9/09: Firefighters want to remove fuel on a path alongside the fire's eastern flank, but weather conditions have hampered their efforts. The rough area of the operation is northward from Cogswell Reservoir, parallel to Chileno Canyon, toward Mt. Waterman. -- Ari B. Bloomekatz
--Los Angeles Times For the latest on the fires, head to LA Now.

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Archive for Saturday, October 25, 1997

L.A. Region Faces Major Flood Risk, U.S. Warns

By Henry Chu and Eric Malnic
October 25, 1997 *in print edition A-1*

Federal disaster authorities on Friday warned that a vast swath of the Los Angeles Basin is at risk of being swamped during El Nino storm conditions unless the region's flood control system is improved or restored.

U.S. officials Friday designated a low-lying zone, 75 square miles stretching from Pico Rivera to Long Beach, as a "special flood hazard area" in serious need of better storm runoff systems. Their findings closely match those of local experts who have mapped an 82-square-mile "inundation area" encompassing the same communities–and up to half a million people–that could be threatened by a so-called 100-year flood, a deluge so severe it only occurs, on average, once a century.

"It is critical that people know the risks facing their neighborhoods so that they can take action to protect their families and their properties," said James Lee Witt, director of the Federal Emergency Management Agency.

The last widespread 100-year flood in the Los Angeles Basin occurred in 1938, another El Nino year. Forecasters aren't saying that will happen again this winter, but they are saying that if it does happen, part or even most of the inundation area could be under water.

Friday's warning from [redacted] came as Los Angeles County finally received permission to clear miles of choked flood control channels. Work is expected to begin at dawn today in a handful of areas around the county considered most susceptible to overflowing in the heavy rains expected this winter, a Public Works Department spokeswoman said.

In the event of a 100-year flood, the water in some places could be eight feet deep and the flood could last for several days.

A complex system of dams, debris basins, storm drains and sculpted river channels built over the last 70 years is designed to handle 100-year floods, and for the most part, it has [redacted] ago. [redacted]

In addition, thickets of brush and trees have sprouted in many of the flood control corridors, often left to grow unchecked as environmental groups and government agencies wrangled over how best to clean out the channels.

With Friday's granting of permission, county officials hope to clear away most of the overgrowth by Dec. 1. The sites slated for cleanup starting today include channels along the San Gabriel River near Irwindale, the Santa Clara River in Santa Clarita and the Los Angeles River in Long Beach–part of the zone newly designated as high risk by FEMA. More sites will be added next week.

The Army Corps of Engineers has spent millions of dollars shoring up the concrete-lined flood control corridors of the Los Angeles River. Those improvements will continue, chief spokesman Fred-Otto Egeler said.

Still, flood control experts like Diego Cadena, a Public Works engineer, say that if the 100-year deluge occurs this winter, the flood control system that has worked so well for so long could be overtaxed.

"If we have a major overflow on the Los Angeles River–and in the worst case, we could–that would be really bad," Cadena said.

Widespread flooding could leave as many as 117,000 structures awash in the county-designated inundation area, Public Works engineers say. Projected damage estimates run as high as $2.3 billion.

"We have a problem," is the way Public Works Deputy Director Carl Blum puts it.

This problem became evident after a particularly heavy downpour in February 1980.

A Public Works engineer patrolling the banks of the Los Angeles River found twigs, sticks and other debris atop a levee in Long Beach–clear evidence that water had come over the top. The flood control system was failing to control the flooding.

Not that any of that is news to some of the people who live along the banks of the river.

"We've got water pouring in here every time it rains a lot," said Carl Roberts, 68, who lives in an aging mobile home in the shadow of a Los Angeles River levee in Paramount.

Like most of the inundation-zone residents interviewed about the possibility of flooding in their neighborhoods this winter, Roberts had made few preparations and seemed relatively unworried.

"I'm not going to get any sandbags," he said. "They wouldn't work here anyhow. I feel kind of like the guy standing on the trapdoor with a rope around his neck. There's no point in worrying, 'cause you can't really do anything about it."

Blum said the 1980 overflow left his department with two options: Build more upstream flood control dams, or raise the levees in the places most likely to spill over the top.

"A relatively simple solution was found," he said. "We started building 4-foot-tall walls on top of the levees in the danger areas."

Of course, it wasn't actually that simple.

Congress authorized funding for its share–65%–of the project. Complaints by some environmentalists, who said the walls would be ugly and contended that the rivers should be returned to their pristine condition, were eventually resolved in court.

But the environmentalists managed to tie up state funding, and the state still hasn't agreed to pay its share of the bill.

Despite the lack of state funds, and despite delays caused by all the bickering, the construction project finally got underway two years ago.

Plans call for building 21 miles of walls along the lower reaches of the Los Angeles River and the Rio Hondo. But by next month, when rains are expected to commence, only two miles will have been completed.

"We had to start at the bottom," Cadena said. "If we'd started at the top, we'd simply have transferred the problem downstream. Unfortunately, what we've completed so far really won't have any effect if we have El Nino problems."

The average rainfall in Los Angeles during the last nine El Nino winters, beginning in 1951-52, was about 22 inches,

almost 50% higher than the overall 120-year average of 14.98 inches. The 1982-83 El Nino season–the worst in recent years–caused 14 deaths and damage estimated at $265 million.

Ants Leetmaa, director of the National Oceanographic and Atmospheric Administration, predicted a few days ago that this winter would be comparable to 1982-83. He forecast rainfall in Southern California "in the order of 200% of normal."

The Los Angeles Basin endured a series of damaging floods during the early part of this century, and especially devastating rains during the El Nino winter of 1913-14 finally led local leaders to form the Los Angeles County Flood Control District in 1915. Bonds were sold and the construction of flood control projects began during the 1920s.

Pacoima Dam was the first, completed at the mouth of Pacoima Canyon in 1929. At 372 feet tall, it was then the second-tallest dam in the nation.

More major flood control and water conservation dams followed, built by the district and other agencies. These include Big Tujunga Dam in the Angeles National Forest north of La Canada Flintridge, Hansen Dam in Lake View Terrace, Devil's Gate Dam in Pasadena and Sepulveda Dam in Encino. A series of dams runs downstream from the West Fork headwaters of the San Gabriel River–Cogswell, San Gabriel and Morris dams in the forest above Azusa, Santa Fe Dam in Irwindale and Whittier Narrows Dam in Whittier.

The channels of the Los Angeles Basin's three principal drainage systems–the Los Angeles River, the Rio Hondo and the San Gabriel River–were cleaned out, streamlined and, in many areas, lined with concrete, often to the dismay of environmentalists and lovers of nature.

Defending the channelization, Blum–whose agency eventually absorbed the flood control district–says that the storm runoff problems in the basin are unique.

"Water flowing through our system drops 1,500 feet in 50 miles," he said. "That's as far as the Mississippi River drops in 2,300 miles. Without concrete channels, the swift-moving water here would cause severe erosion problems."

But Blum says that to do their job as designed, these channels must be kept clear of brush and trash. And because many of the channel bottoms were left unpaved to permit runoff to percolate into the ground, brush grows rapidly and trash tangles in the undergrowth.

For years, Public Works cleared the channels annually. Then, starting about a decade ago, a swarm of federal and state agencies–concerned about preserving as much of the environment as possible–began asserting jurisdiction over the channels, restricting permission to clear them out.

In some places, Public Works is permitted to clear only half the width of the channel each year. In other places, it's less than half.

A few days ago, a Public Works crew was slowly hacking a 130-foot swath down the center of the Canada de Palos Verdes storm channel, using hand tools instead of bulldozers.

"The Fish and Game people say we have to do it by hand, so we won't disturb the environment as much," Cadena said. "We've got 12 to 20 men working with chain saws and machetes, and the job will take them a month. Three or four guys with tractors could have done the whole thing in a week."

Because the crew is required to leave the stubble and roots in place, "everything probably will grow back in six months," Cadena said. "We cut a 17-foot swath upstream six months ago, and you can't even find it now."

Environmental activists Friday promised to monitor new clearance to make sure the rules are followed.

"We're not trying to stand in the way of flood control here," said Melanie Winter of the Friends of the Los Angeles River. "We're just trying to see that they do it responsibly."

The county map of the Los Angeles Basin's 100-year flood overflow zones includes a few relatively small areas beside Big Tujunga Wash in the San Fernando Valley, along the Los Angeles River on the northeast fringes of Griffith Park and in the old commercial district between the Los Angeles River and Alameda and North Main streets in downtown Los Angeles.

But most of the zones are in the low-lying areas between the San Gabriel River on the east and the Rio Hondo and Los Angeles River on the west, with some of them pushing west of the Los Angeles River into the communities of Carson, Compton and Lynwood.

Interviews with inundation zone residents showed that most of them were at least vaguely aware of the threat.

"The neighbors talk about it, but we're like everyone else," said Tony Lomelin, 69, who lives in Pico Rivera. "We won't do anything about it, and then, when it comes, we'll be drowned out."

Jack Lee, 60, who lives in Downey, had at least made some preparations. "I bought some flood insurance," Lee said. "And I'm planning to get some sandbags. One of my neighbors has a boat. We joke about getting it ready."

FEMA's Witt urged homeowners to follow Lee's example and purchase insurance now. With the federal designation of the area as high-risk, premiums are set to increase by next summer.

"Flood insurance is your first line of protection," Witt said. "We urge everyone living in flood hazard areas to take action now."

Times staff writer Dave Lesher contributed to this story.

(BEGIN TEXT OF INFOBOX / INFOGRAPHIC)

Areas at Risk

A wide swath of Los Angeles County that is home to about 500,000 residents could be flooded if El Nino rains this winter cause widespread overflows along some of the Los Angeles Basin's principal rivers and drainage channels, county and federal officials say. Shaded areas show zones that could be inundated an average of once every 100 years.

Source: Los Angeles County Department of Public Works

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The Sheppard Mullin Real Estate and Construction Law Blog has been updated with the following article:

AGREEMENTS CONDITIONED ON SUBSEQUENT CEQA REVIEW VIOLATE CEQA IF RECORD SHOWS AGENCY ALREADY COMMITTED TO PROJECT

In this case, the California Supreme Court invalidated agreements by the City of West Hollywood ("City") for a private senior housing project that was conditioned on satisfactory future environmental review. The court avoided establishing a bright-line rule that would define CEQA approvals as either entering into any agreement for development of a well-defined project, or the execution of unconditional agreements that irrevocably vest development rights. Instead it articulated the general principle that before conducting CEQA review, agencies must not take any action that significantly furthers a project in a manner that forecloses alternatives or mitigation measures that would ordinarily be part of CEQA review of the project. Surrounding circumstances along with the agency's agreements should be evaluated by the courts when applying this general principle. To assist in making the determination, the court set forth a two-step approach: (i) whether the agency, in taking action indicates it will perform environmental review before making any further commitment to the project, and if so, whether the agency nevertheless limits its discretion regarding environmental review; and (ii) whether the record shows the agency committed significant resources to shape the project and forecloses consideration of meaningful alternatives.

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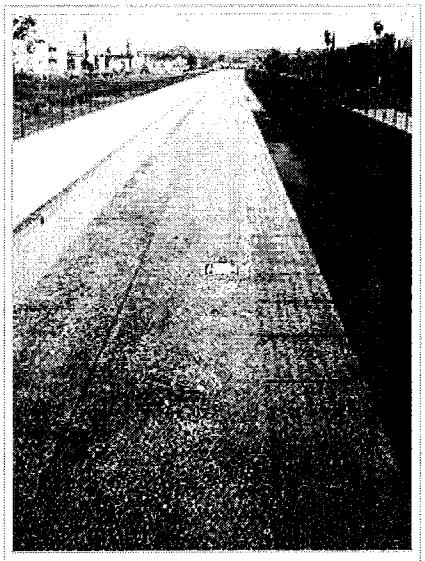
Tujunga Wash

From Wikipedia, the free encyclopedia



Tujunga Wash looking south from Victory Boulevard

Tujunga Wash is a stream in Los Angeles County, California. It is a tributary of the Los Angeles River, providing about a fifth of its flow, and drains about 225 square miles (580 km^2). It is called a wash because it is usually dry, especially the lower reaches, only carrying significant flows during and after storms, which usually only occur between November and April.

Tujunga Wash consists of two forks, both beginning in the San Gabriel Mountains. The upper portion of Big Tujunga Wash is called Tujunga Creek, or Big Tujunga Creek. It travels roughly east and several tributaries from the north and south join it as it flows to Big Tujunga Reservoir, formed by Big Tujunga Dam. Below the dam, the stream is called Big Tujunga Wash. It continues its westward flow, enters San Fernando Valley and is met by Little Tujunga Wash a mile before reaching Hansen Reservoir, which is formed by Hansen Dam. Little Tujunga Wash comes from the north, draining the portion of the San Gabriel Mountains immediately north of Hansen Reservoir. Downstream of the dam, Tujunga Wash flows roughly south and is met halfway to its confluence with the Los Angeles River by Pacoima Wash, which drains the other side of the mountains that Little Tujunga Wash drains. Finally, Tujunga Wash meets the Los Angeles River near Studio City, California.

Flooding damage along the wash in 1938

Big Tujunga Dam was built by Los Angeles County and completed in 1931. Big Tujunga Reservoir can hold 5,960 acre feet (7,350,000 m^3) of water. In the Los Angeles Flood of 1938 it was tested. The dam is currently undergoing a seismic retrofit, which includes doubling the thickness of the gravity arch dam. Hansen Dam was built by the United States Army Corps of Engineers and completed in 1940. Hansen Reservoir can hold 74,100 acre feet (91,000,000 m^3) of water. Their primary purposes are flood control, although they also provide some groundwater recharge. Water cannot percolate in the lower portion of the watershed because it is so urbanized that there is little bare ground and streambeds have been transformed into concrete channels and the water flows too fast in the upper reaches of the watershed to sink into the ground very much. As a result, the majority of the water is discharged into the ocean.

Crossings

From north to south (year built in parentheses):

- Hansen Dam
- Ethel Avenue

- Service bridge
- Glenoaks Boulevard (1953)
- Railroad
- San Fernando Road (1935)
- Laurel Canyon Boulevard (1952)
- Interstate 5 & California 170 (1963)
- Arleta Avenue (1968)
- Roscoe Boulevard (1956)
- Cantara Street (1952)
- Saticoy Street (1952)
- Railroad: Union Pacific Coast Line
- Sherman Way (1952)
- Vanowen Street & Fulton Avenue (1951)
- Victory Boulevard (1952)
- Oxnard Street (1952)
- Burbank Boulevard & Coldwater Canyon Avenue (1951)
- Chandler Boulevard North (1951)
- Metro Orange Line
- Chandler Boulevard South (1957)
- Magnolia Boulevard (1950)
- Riverside Drive & Whitsett Avenue (1950)
- U.S. Route 101 - Ventura Freeway (1959)
- Laurel Canyon Boulevard (1950)
- Moorpark Street (1951)
- Merges with Los Angeles River

See also

- Great Wall of Los Angeles

References

- Columbia Gazetteer of North America (http://www.bartleby.com/69/0/T07100.html)
- Tujunga Watershed Project (http://www.theriverproject.org/tujunga/about.html)
- California Bay-Delta Program (http://calwater.ca.gov/Programs/Watershed/WatershedGrantsBrochure_02-04/Southern_California_Region_Awards_2003-2004.pdf) (PDF)

Retrieved from "http://en.wikipedia.org/wiki/Tujunga_Wash"
Categories: Rivers of Los Angeles County, California | Geography of the San Fernando Valley | Washes of California | Rivers of Southern California

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PHYSICAL CHARACTERISTICS OF THE RIVER CHANNEL

The Plan includes proposed enhancements to the existing River channel, from its origination at the confluence of Bell Creek and Arroyo Calabasas, to Washington Boulevard just south of downtown Los Angeles. There are nine distinct channel reaches that vary in geometry and width:

Reach 1: Arroyo Calabasas-Bell Creek Confluence to Sepulveda Basin

Through this largely-residential segment, the River is a concrete-lined trapezoidal channel, approximately 20 feet deep and with a bottom width of 45 to 115 feet wide. High water velocities in this reach can range from 20 to 29 feet per second, during storm events.

Reach 2: Sepulveda Basin

Sepulveda Basin is one of two segments where the River has a soft bottom and displays a more naturalized character. The River is approximately 60 feet wide and is surrounded by park area and open space. Water flows in this reach can reach approximately 15 feet per second, during storm events.

[redacted]

Downstream of Sepulveda Dam, the River is constrained within a [redacted] channel ranging in width from 45 to 60 feet. [redacted] Riverside Drive parallels the River continuously beside most of this reach. [redacted] flow [redacted]

Reach 4: Tujunga Wash to Barham Boulevard

The River is a concrete-lined rectangular channel, approximately 15 feet deep and with a bottom width that ranges from 60 to 160 feet. The channel right-of-way is very limited, extending only two to four feet outward from the top of the bank. Peak flow velocities range from 30 to 34 feet per second, during storm events; because of these speeds, this is one of the most challenging sections from the standpoint of restoration.

Reach 5: Barham Boulevard to Burbank Western Channel

From Barham Boulevard to the confluence of the Los Angeles River with the Burbank Western Channel, the River is a concrete-lined rectangular channel approximately 130 feet wide. Flow velocities in this reach also exceed 30 feet per second, during storm events. Riverside Drive parallels the River on the south side, while the north bank borders the City of Burbank.

Reach 6: Burbank Western Channel to Taylor Yard

From the Burbank Western Channel to Taylor Yard, the River again takes on a naturalized character, with a soft bottom. The River is very wide through this area, with flow velocities ranging from 15 to 19 feet per second, during storm events. Willows and other riparian plant species have become well established.

Reach 7: Taylor Yard

At Taylor Yard, the River has a soft bottom, and water flows are in the range of 15 to 20 feet per second, during storm events, making this area a prime candidate for significant ecosystem restoration.

Reach 8: Taylor Yard to 1st Street

The area from Taylor Yard downstream to 1st Street, with flow velocities greater than 30 feet per second, during storm events, is one of the most complex sections from a hydraulic standpoint. The channel geometry changes several times within a very short segment, and this affects the range of improvements that can be accomplished.

Reach 9: 1st Street to Washington Boulevard (Downtown)

In this final reach, the River is constrained by rail lines and freeways. The River channel is at its widest, ranging between 100 and 160 feet, has flow velocities of greater than 30 feet per second during storm events, and continues as a concrete-lined trapezoid. It is highly visible from many historic bridges and overpasses, however, and this makes it a prime location for enhancement.

Reach 6: Burbank Western Channel to Taylor Yard (2006)

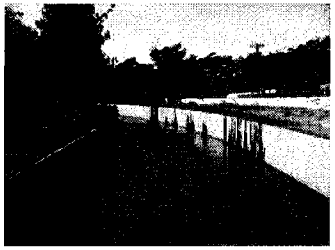
Reach 7: Taylor Yard (2006)

Reach 8: Taylor Yard to 1st Street (2006)

Reach 9: 1st Street to Washington Boulevard (Downtown) (2006)

APPENDIX Q-1

Los Angeles River in front of
The Verona at Valleyheart



top - Existing conditions section, Reach 2

middle - Near-term improvements, Reach 2

bottom - Long-term improvements, Reach 2

Reach 1 - Confluence to Sepulveda Basin

The confluence of Calabasas and Bull Creeks to the Sepulveda Basin

- Near-Term: Terraces at 50-year level for treatment of side drain discharges with trees planted in contained planters, hanging vines, hard surface trail at 50-year elevation.
- Long-Term: Near-term plus buried rectangular concrete box culvert, channel widened, unlined low flow channel, extensive plantings in wide overbanks, trees planted in contained planters.
- Long Term Widening Only: Widen the River sufficiently to lower velocities so bank linings can be removed, add plantings and recreation trails.

[redacted]

Reach 3 - Tujunga Wash to Spreading Grounds

- Near-Term: Cantilevered partial cover on one side, steps on overbank, plants and trees in overbank, hanging vines.
- Long-Term: Near-term plus buried rectangular concrete box culvert, channel converted from rectangular to soft-bottomed trapezoidal, extensive plantings in wide overbanks, including trees.
- Long-Term Widening Only: Widen the River sufficiently to lower velocities so bank linings can be removed, add plantings and recreation trails.

Reach 4 - Cornfields-Chinatown area to 1st Street

- Near-Term: Benches at 50-year level for treatment of side drain discharges with trees planted in boxes, hanging vines, hard surface trail at 50-year elevation.
- Long-Term: Near-term plus buried rectangular concrete box culvert, channel widened, unlined low flow channel, extensive plantings in wide areas just outside of the channel wall, trees planted in contained planters.
- Long-Term Widening Only: Widen the River sufficiently to lower velocities so bank linings can be removed, add plantings and recreation trails.

	REACH LENGTH (FT)	CONSTRUCTION COST [1] RANGE ($ 2007)		LAND ACQUISITION RANGE ($ 2007)		TOTAL PROJECT COST RANGE ($ 2007)	
REACHES							
Confluence to Sepulveda Basin	28,700						
Near Term		$ 90,000,000	$ 110,000,000	$ -	$ -	$ 90,000,000	$ 110,000,000
Long Term		$ 940,000,000	$ 1,170,000,000	$ 200,000,000	$ 250,000,000	$ 1,140,000,000	$ 1,420,000,000
Long Term Widening Only		$ 590,000,000	$ 740,000,000	$ 1,510,000,000	$ 1,890,000,000	$ 2,100,000,000	$ 2,630,000,000
Sepulveda Dam to Tujunga Wash	26,600						
Near Term		$ 50,000,000	$ 60,000,000	$ -	$ -	$ 50,000,000	$ 60,000,000
Long term		$ 520,000,000	$ 650,000,000	$ 330,000,000	$ 410,000,000	$ 850,000,000	$ 1,060,000,000
Long Term Widening Only		$ 160,000,000	$ 200,000,000	$ 840,000,000	$ 1,050,000,000	$ 1,000,000,000	$ 1,250,000,000
Tujunga Wash to Spreading Grounds	17,900						
Near term		$ 100,000,000	$ 120,000,000	$ -	$ -	$ 100,000,000	$ 120,000,000
Long term		$ 860,000,000	$ 1,070,000,000	$ 580,000,000	$ 730,000,000	$ 1,440,000,000	$ 1,800,000,000
Long Term Widening Only		$ 180,000,000	$ 220,000,000	$ 1,250,000,000	$ 1,560,000,000	$ 1,430,000,000	$ 1,780,000,000
Cornfields-Chinatown area to 1st Street	12,000						
Near Term		$ 40,000,000	$ 50,000,000	$ -	$ -	$ 40,000,000	$ 50,000,000
Long Term		$ 550,000,000	$ 690,000,000	$ 110,000,000	$ 140,000,000	$ 660,000,000	$ 830,000,000
Long Term Widening Only		$ 200,000,000	$ 250,000,000	$ 840,000,000	$ 1,050,000,000	$ 1,040,000,000	$ 1,300,000,000

NOTES:

1. Construction costs include:
   - labor and materials, including channel demolition/reconstruction, planting, hardscape, paving, rubber dams (10), bridge reconstruction, etc.
   - contingency percentage = 30% of initial construction costs
   - design and administration costs (also known as "soft costs") = 23%, which include engineering, design, project management, construction management, contract administration, monitoring, inspection, and permitting. The 23% is applied to initial construction costs + contingency, without land costs

APPENDIX R

City of Los Angeles
Department of City Planning

1/5/2011
PARCEL PROFILE REPORT

PROPERTY ADDRESSES

10660 W BLUFFSIDE DR
10662 W BLUFFSIDE DR
10664 W BLUFFSIDE DR
10666 W BLUFFSIDE DR
10660 1/2 W BLUFFSIDE DR
10662 1/2 W BLUFFSIDE DR
10664 1/2 W BLUFFSIDE DR
10666 1/2 W BLUFFSIDE DR

ZIP CODES

91604

RECENT ACTIVITY

ENV-2007-933

CASE NUMBERS

CPC-2008-3512-GPA-ZC-HD-BL-SN-CUB-CUW-CU-ZAD-SPR
CPC-2007-3036-CA
CPC-1995-356-CPU
CPC-1986-834-GPC
ORD-172446-SA33
ORD-164959-SA860
ENV-2007-933-EIR
ENV-2007-3037-MND
AFF-6100

Address/Legal Information	
PIN Number	162B177 297
Lot/Parcel Area (Calculated)	15,629.3 (sq ft)
Thomas Brothers Grid	PAGE 563 - GRID B6
Assessor Parcel No. (APN)	2423036908
Tract	TR 3434
Map Reference	M B 37-69
Block	None
Lot	2
Arb (Lot Cut Reference)	None
Map Sheet	162B177
Jurisdictional Information	
Community Plan Area	Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass
Area Planning Commission	South Valley
Neighborhood Council	Hollywood Hills West
	Studio City
Council District	CD 4 - Tom LaBonge
Census Tract #	1436.01
LADBS District Office	Van Nuys
Planning and Zoning Information	
Special Notes	None
Zoning	[Q]C2-1-CDO
Zoning Information (ZI)	ZI-1117 MTA Project
	ZI-2374 Los Angeles State Enterprise Zone
General Plan Land Use	Regional Commercial
Plan Footnote - Site Req.	5
Additional Plan Footnotes	Sherman Oaks
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
Baseline Mansionization Ordinance	No
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None

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(*) - APN Area: LA County Assessor's Office is not the data provider for this item. The data source is from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2008-3512-GPA-ZC-HD-BL-SN-CUB-CUW-CU-ZAD-SPR
Required Action(s):	SN-SIGN DISTRICT BL-BUILDING LINE CUB-CONDITIONAL USE BEVERAGE (ALCOHOL) GPA-GENERAL PLAN AMENDMENT HD-HEIGHT DISTRICT SPR-SITE PLAN REVIEW ZAD-ZA DETERMINATION PER LAMC 12.27 ZC-ZONE CHANGE CUW-CONDITIONAL USE - WIRELESS CU-CONDITIONAL USE
Project Descriptions(s):	GENRAL PLAN AMENDMENT, ZONE CHANGE AND HEIGHT DISTRICT CHANGE FROM [Q]C2-1-CDO, OS-1XL AND PF-1XL TO C2-2D-SN, BUILDING LINE REMOVAL INCIDENT TO A ZONE CHANGE, CONDITIONAL USE PERMITS FOR ON- AND OFF-SITE SALE OF ALCOHOL, A HOTEL, AND WIRELESS TELECOMMUNICATION FACILITIES, VESTING TENTATIVE TRACT MAP, SIGNAGE SUPPLEMENTAL USE DISTRICT, SITE PLAN REVIEW, HAUL ROUTE APPROVAL, AND AN ADJUSTMENT FOR TRANSITIONAL HEIGHT. DEVELOPMENT AGREEMENT BETWEEN THE APPLICANT (THOMAS PROPERTIES) & THE CITY.
Case Number:	CPC-2007-3036-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.
Case Number:	CPC-1995-356-CPU
Required Action(s):	CPU-COMMUNITY PLAN UPDATE
Project Descriptions(s):	SHERMAN OAKS/STUDIO CITY/TOLUCA LAKE COMMUNITY PLAN UPDATE PROGRAM (CPU) - THE SHERMAN OAKS/STUDIO CITY/TOLUCA LAKE COMMUNITYPLAN IS ONE OF TEN COMMUNITY PLANS THAT ARE PART OF THE COMMUNITY PLAN UPDATE PROGRAM PHASE II (7-1-95 TO 12-31-96)
Case Number:	CPC-1986-834-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	GENERAL PLAN/ZONING CONSISTENCY - WILSHIRE, WESTLAKE, SHERMAN OAKS, STUDIO STUDIO, TOLUCA LAKE
Case Number:	ENV-2007-933-EIR
Required Action(s):	EIR-ENVIRONMENTAL IMPACT REPORT
Project Descriptions(s):	THE PROPOSED TRANSIT ORIENTED DEVELOPMENT INCLUDES APPROXIMATELY 315,000 SQUARE FEET OF STUDIO PRODUCTION FACILITIES, 655,200 SQUARE FEET OF OFFICE AND A 1,130 PARKING SPACE GARAGE ON AREA A. AN 80,000 SQUARE FOOT MTA BUS TRANSFER FACILITY, 25,000 SQUARE FEET OF RETAIL AND A 1,300 SPACE PARKING GARAGE WOULD BE CONSTRUCTED ON AREA B. THE HISTORIC CAMPO DE CAHUENGA WOULD REMAIN ADJACENT TO AREA B BUT WILL NOT BE A PART OF THE PROPOSED PROJECT AND WILL NOT BE IMPACTED. AREA C INCLUDES AN APPROXIMATELY 491,400 SQUARE FOOT OFFICE BUILDING WITH A 1,675 SPACE PARKING GARAGE. IN LIEU OF THE OFFICE BUILDING AT AREA C, A POTENTIAL 580 ROOM HOTEL MAY BE CONSTRUCTED AND WILL THEREFORE NEED TO BE STUDIED IN THE EIR. THE ENTIRE PROJECT WILL BE DEVELOPED TO LEED CERTIFICATION STANDARDS AND MAY INCLUDE A COGENERATION PLANT. A ZONE CHANGE FROM C2-1-CDO TO C2-2D-SN AND BUILDING LINE REMOVAL INCIDENT TO A ZONE CHANGE ARE BEING REQUESTED. A CONDITIONAL USE PERMIT FOR ON-SITE AND OFF-SITE ALCOHOL SALES AND CONSUMPTION IS REQUESTED. ALSO A VESTING TENTATIVE TRACT MAP AND A HAUL ROUTE APPROVAL WILL BE NEEDED.
Case Number:	ENV-2007-3037-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	THE ESTABLISHMENT OF AN ORDINANCE THAT FACILITATES DEVELOPMENT WITHIN THE LA-RIO BOUNDARIES TO ENHANCE THE WATERSHED, URBAN DESIGN AND MOBILITY OF THE AREA. THESE BOUNDARIES ARE ADJACENT TO, NOT INSIDE, THE LOS ANGELES RIVER ON LAND ALREADY ZONED FOR DEVELOPMENT.

DATA NOT AVAILABLE

ORD-172446-SA33

ORD-164959-SA860

AFF-6100

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(*) - APN Area: LA County Assessor's Office is not the data provider for this item. The data source is from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

500 Ft School Zone	No
500 Ft Park Zone	Active: Campo de Cahuenga Active: Weddington Park South

Assessor Information

Assessor Parcel No. (APN)	2423036908
APN Area (Co. Public Works)*	0.359 (ac)
Use Code	8866 - Rapid Transit / Bus
Assessed Land Val.	$74,440
Assessed Improvement Val.	$0
Last Owner Change	09/18/94
Last Sale Amount	$0
Tax Rate Area	13
Deed Ref No. (City Clerk)	627566
	1926403
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5

Additional Information

Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Alquist-Priolo Fault Zone	No
Distance to Nearest Fault	0.57367 (km)
Landslide	No
Liquefaction	Yes

Economic Development Areas

Business Improvement District	None
Federal Empowerment Zone	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	Los Angeles State Enterprise Zone
Targeted Neighborhood Initiative	None

Public Safety

Police Information	
Bureau	Valley
Division / Station	North Hollywood
Reporting District	1586
Fire Information	
District / Fire Station	86
Batallion	14
Division	3
Red Flag Restricted Parking	No

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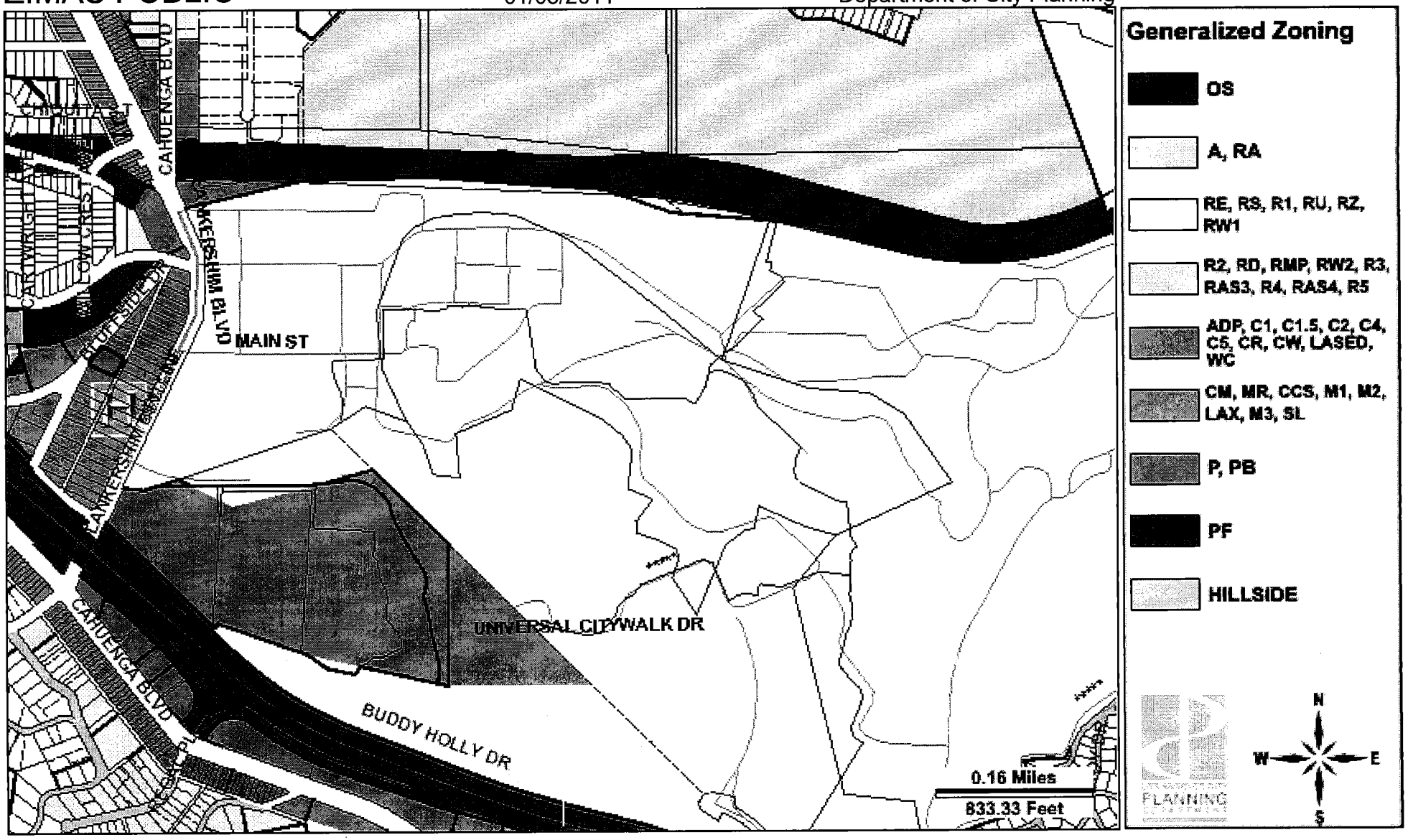
ZIMAS PUBLIC

01/05/2011

City of Los Angeles
Department of City Planning



Address: 10660 W BLUFFSIDE DR
APN: 2423036908
PIN #: 162B177 297

Tract: TR 3434
Block: None
Lot: 2
Arb: None

Zoning: [Q]C2-1-CDO
General Plan: Regional Commercial

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City of Los Angeles
Department of City Planning

1/5/2011
PARCEL PROFILE REPORT

PROPERTY ADDRESSES

None

ZIP CODES

None

RECENT ACTIVITY

ZI-2407 Proposed Hillside Area(Zoning), subject to hillside regulations. The eff. date is still undetermined.

ZI-2358 LA River Revitilization Master Plan

CASE NUMBERS

Address/Legal Information	
PIN Number	162B181 47
Lot/Parcel Area (Calculated)	4,757,117.2 (sq ft)
Thomas Brothers Grid	PAGE 563 - GRID C5
	PAGE 563 - GRID C6
	PAGE 563 - GRID C7
	PAGE 563 - GRID D5
	PAGE 563 - GRID D6
	PAGE 563 - GRID D7
Assessor Parcel No. (APN)	2424043022
Tract	PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVER-BED ADJOINING IN
Map Reference	S C C 70672 C F 601 MAP 5227
Block	None
Lot	FR LT E
Arb (Lot Cut Reference)	None
Map Sheet	159B181
	162B181
Jurisdictional Information	
Community Plan Area	None
Area Planning Commission	None
Neighborhood Council	Hollywood Hills West
Council District	None
Census Tract #	3200.00
LADBS District Office	None
Planning and Zoning Information	
Special Notes	None
Zoning	None
Zoning Information (ZI)	ZI-2358 Los Angeles River Revitalization Master Plan
General Plan Land Use	None
Plan Footnote - Site Req.	See Plan Footnotes
Additional Plan Footnotes	Not Available
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
POD - Pedestrian Oriented Districts	None
CDO - Community Design Overlay	None
NSO - Neighborhood Stabilization Overlay	No
Streetscape	No
Sign District	No
Adaptive Reuse Incentive Area	None
Baseline Mansionization Ordinance	No

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CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	No
Assessor Information	
Assessor Parcel No. (APN)	2424043022
APN Area (Co. Public Works)*	0.000 (ac)
Use Code	3200 - Heavy Manufacturing
Assessed Land Val.	$122,667,018
Assessed Improvement Val.	$33,802,543
Last Owner Change	01/06/05
Last Sale Amount	$0
Tax Rate Area	1697
Deed Ref No. (City Clerk)	None
Building 1	
Year Built	1955
Building Class	SX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,000.0 (sq ft)
Building 2	
Year Built	1930
Building Class	SX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	1,631.0 (sq ft)
Building 3	
Year Built	1951
Building Class	CX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	182.0 (sq ft)
Building 4	
Year Built	1965
Building Class	DX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building 5	
Year Built	1948
Building Class	BX
Number of Units	0
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	4,779.0 (sq ft)
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Very High Fire Hazard Severity Zone	No

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Fire District No. 1	No
Flood Zone	None
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	None
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	Yes
Oil Wells	None
Alquist-Priolo Fault Zone	No
Distance to Nearest Fault	Within Fault Zone
Landslide	Yes
Liquefaction	Yes
Economic Development Areas	
Business Improvement District	None
Federal Empowerment Zone	None
Renewal Community	No
Revitalization Zone	None
State Enterprise Zone	None
Targeted Neighborhood Initiative	None
Public Safety	
Police Information	
Bureau	Valley
Division / Station	North Hollywood
Reporting District	1588
Fire Information	
District / Fire Station	76
Batallion	5
Division	1
Red Flag Restricted Parking	YES

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

DATA NOT AVAILABLE

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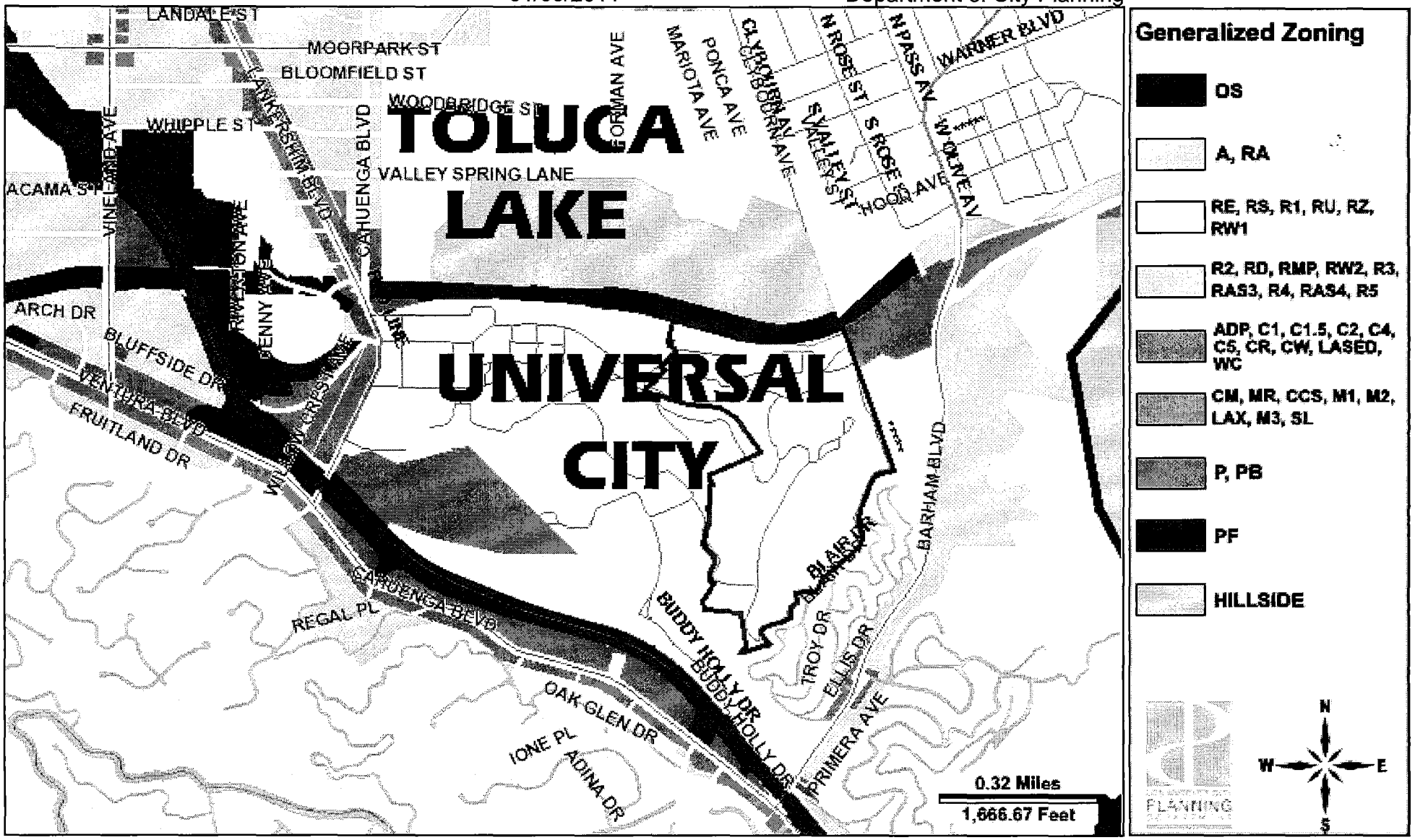
ZIMAS PUBLIC

01/05/2011

City of Los Angeles
Department of City Planning



Address: undefined

Tract: PARTITION OF LOTS 275, 276, 277 AND 278 AND PART OF THE RIVER-BED ADJOINING IN

Zoning: None

APN: 2424043022

PIN #: 162B181 47

Block: None

Lot: FR LT E

Arb: None

General Plan: None

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APPENDIX S

LADWP BOARD APPROVAL LETTER

TO: BOARD OF WATER AND POWER COMMISSIONERS	DATE: April 27, 2010
RAMAN RAJ Chief Operating Officer AUSTIN BEUTNER General Manager for JAMES B. McDANIEL Senior Assistant General Manager – Water System	SUBJECT: **Surplus Water Supply Augmentation Agreement Between the Los Angeles Department of Water and Power and NBC Universal, Inc.** FOR COMMISSION OFFICE USE:
CITY COUNCIL APPROVAL REQUIRED: Yes ☒ No ☐ — IF YES, BY WHICH CITY CHARTER SECTION: 373	

PURPOSE

Transmitted for your review and approval is a proposed Surplus Water Supply Augmentation Agreement (Agreement) for the NBC Universal, Inc.'s (NBCU) Universal City property. This Agreement was prepared in order to ensure a long-term reliable water supply for the proposed NBCU Evolution Project (Project) that requires preparation of a Water Supply Assessment.

BACKGROUND

NBCU is proposing the development of approximately 2.65 million square feet of new commercial development and 2,937 residential units.

Under the proposed Agreement, [redacted] by the Los Angeles Department of Water and Power (LADWP) General Manager.

[redacted] LADWP currently has pumping rights and groundwater extraction facilities in the Central Basin.

Agreement Summary

- In-City Water Supplies – Following each Water Year (defined as July 1 to June 30), NBCU will provide LADWP with leased pumping rights in the Central and/or West Coast groundwater basin to offset increased annual water deliveries. LADWP will pump the additional groundwater supplies into the water distribution system.

- County Area Water Supplies – LADWP will continue to provide surplus water supplies as we have been for decades under an existing separate agreement. Upon a declaration by the LADWP General Manager, NBCU will provide replacement water supplies per the method explained above for new County water demands.

- Recognition of Existing Water Use – LADWP recognizes that water supplies to NBCU have been provided for decades and have been incorporated into water supply planning.

- Cost – All water delivered will be billed at normal water rates.

- Capital Contributions – NBCU will reimburse LADWP for the cost of the portion of groundwater pumping facilities necessary to extract the replacement water supplies.

- Term – 50 years. Replacement water to be provided for increased water use in the City area for 30 years, and increased water to the County area as required for the entire 50-year term.

- Penalty – In the event NBCU fails to provide replacement water supplies in the required timeframe, NBCU will pay LADWP a penalty to cover LADWP's costs for providing the water.

COST AND DURATION

Under the proposed Agreement, NBCU will provide LADWP with a capital facilities contribution for the groundwater pumping facility capacity to pump the replacement water supplies. LADWP will receive up to $1,844,508 in January 2010 dollars, to be escalated according to a construction cost index for water infrastructure. The proposed Agreement is for a 50-year term, and requires approval by both the Board of Water and Power Commissioners and the Los Angeles City Council.

FISCAL IMPACT STATEMENT

Under the proposed Agreement, NBCU will provide annual replacement for new water supplies for the proposed area of their Universal City property to be in the City. NBCU will also reimburse LADWP the cost of groundwater pumping facilities to extract the

NBC Universal, Inc. (proposed Agreement). This Water Supply Assessment is premised and contingent upon approval of the proposed Agreement with NBCU.

The replacement water supplies will be in the form of either leased pumping rights in the Central Basin acquired by NBCU and assigned to LADWP, interbasin transfer from the West Basin to the Central Basin, or alternative sources as approved by LADWP. LADWP currently has pumping rights and groundwater extraction facilities in the Central Basin.

Urban Water Management Planning

This Water Supply Assessment has been prepared in conformance with California State law to ensure that proposed projects which utilize the City's water resources are consistent with the City's long-term water supply availability, as detailed in the City's most recent UWMP. The UWMP is the water supply planning document for the entire City and is prepared by the LADWP.

The UWMP identifies short- and long-term water resource management measures to meet the City's growing water demands during normal, single-dry, and multiple-dry years. The UWMP has a 25-year planning horizon and is prepared every 5 years to reflect updated information. In the UWMP, population growth is projected along with increased water needs. The UWMP identifies anticipated new water supplies needed to meet new demand, and outlines initiatives to provide necessary water supplies, including conservation measures and other strategies. The last UWMP, approved in 2005, addresses water supply needs through 2030.

Each Water Supply Assessment performed by LADWP is carefully evaluated within the context of the 2005 UWMP and current conditions, such as restrictions on State Water Project pumping from the Sacramento-San Joaquin Delta imposed by a Federal Court. MWD , from whom the City purchases its State Water Project and Colorado River water supplies, has also been actively developing plans and making efforts to provide additional water supply reliability for the entire Southern California region. LADWP coordinates closely with MWD to ensure implementation of MWD's water resource development plans. Part of MWD's planning efforts is the inclusion of a "buffer" supply that is meant to protect against uncertainties in water resource supplies, such as the Federal Court's restrictions on export pumping from the Delta.

Current Water Supply Conditions

Due to recent water supply issues, including those impacting MWD, LADWP released the Water Supply Action Plan (Plan) in May 2008. The Plan serves as a template to increase the reliability of water supply for Los Angeles and reduce dependence on imported supplies. This Plan calls for the City to develop significant additional water conservation and water recycling. To achieve the goals set forth in the Plan, LADWP is considerably expanding its recycled water system and increasing its water conservation initiatives.

The LADWP Board of Water and Power Commissioners adopted Shortage Year Rates and the Los Angeles City Council (City Council) implemented Phase III of the Water Conservation Ordinance (Ordinance), both of which became effective June 1, 2009. Shortage Year Rates and higher phases of the Ordinance are expected to remain in effect until it is determined that the water supply currently available to the City is found sufficient for normal demands.

It is LADWP staff's judgment that the City's current water shortage is due to a combination of hydrological and regulatory shortages, some of which are transitory in nature. Most of the regulatory shortages are being addressed by the five-year supply actions taken by MWD as stated above, and the hydrological shortages experienced are consistent with historical multiple-dry year water cycles accounted for in LADWP's 2005 UWMP.

The imposition of Shortage Year Rates and Phase III conservation has reduced demands consistent with what occurred in 1991, when the City first implemented water rationing and associated financial penalties for overuse. The current imposition of Shortage Year Rates and higher phases of the Ordinance produced a reduction in average customer water usage of approximately 18.7 percent for the months of June 2009 through March 2010.

Project Water Use and Conservation

Upon receiving this Water Supply Assessment request, LADWP staff had several meetings with the Project Applicant, Universal City Studios LLLP, L.P. LADWP staff recommended implementation of water conservation measures to maximize the potential water-use efficiency for the Project.

The Project Applicant has committed to implement the following conservation measures beyond those required by City municipal code:

- High-efficiency clothes washers
- Weather-based irrigation controller
- Drought tolerant plants – at least 25 percent of new landscaping areas other than production areas, entertainment attractions, and visitor entry points to Universal CityWalk and the Universal Studios Hollywood theme park.
- Cooling tower conductivity controllers or cooling tower pH conductivity controllers
- Water-saving pool filters
- Leak-detection system for swimming pools and water filled spas
- Proper hydro-zoning
- Landscaping contouring in areas other than production areas, entertainment attractions, and visitor entry points to Universal CityWalk and the Universal Studios Hollywood theme park
- Expanded use of recycled water

A written commitment of the Project's planned water conservation measures was submitted by the Project Applicant and is attached with the Water Supply Assessment in Appendix E. With the commitment to expand the use of recycled water, the total potable water demand is estimated to be 2,131.7 acre-feet per year. The existing water use at the Project's site is estimated to be 1,128.6 acre-feet per year of potable water, and 105.0 acre-feet per year of recycled water. [redacted] he total additional potable water demand for the Project is estimated to be 1,003.1 acre-feet per year.

COST AND DURATION

The Project Applicant has paid LADWP the required $10,000 fee to cover LADWP's expenses in preparing this Water Supply Assessment.

FUNDING SOURCE

Fiscal Year: 2009-2010
Functional Item No.: 305-1000
Location in Budget: Job No. 10024, Cost Element 10

FISCAL IMPACT STATEMENT

A fee of $10,000 was paid to LADWP by the Project Applicant, which is consistent with LADWP's required fee, and will be deposited into the Water Revenue Fund.

HISTORY

Pursuant to the October 4, 1955 Agreement ("The 1955 Agreement"), LADWP and Universal Pictures Company, Inc., LADWP provided surplus water to portions of the Universal City property outside of the City of Los Angeles jurisdiction, more specifically, those areas located in the County.

On May 9, 1991, the 1955 Agreement was superseded by Agreement No. 10014 between LADWP and MCA Inc. to include the use of recycled/reclaimed water for landscape irrigation purposes on the property. Under the Agreement, LADWP would continue delivery of surplus water to the County portion of the land. On June 24, 1991, Agreement No. 10014 was amended to include equal applicability of the City's water conservation ordinances to the County portion of the land.

ENVIRONMENTAL DETERMINATION

In accordance with the California Environmental Quality Act (CEQA), it has been determined that this Water Supply Assessment is exempt from further requirements pursuant to the General Exemption described in CEQA Guidelines Section 15268.

CONFLICT OF INTEREST STATEMENT

All conflict of interest procedures were followed. No conflict of interest issues were identified.

RECOMMENDATION

It is recommended that your Honorable Board adopt the attached resolution, approved as to form and legality by the City Attorney, authorizing the Water Supply Assessment for the proposed NBC Universal Evolution Plan Project.

This Water Supply Assessment is contingent upon approval of the Surplus Water Supply Augmentation Agreement between LADWP and NBC Universal, Inc. by the Los Angeles City Council.

JLH:lsf
Attachments
e-c/att: Austin Beutner
Raman Raj
Richard M. Brown
Aram Benyamin
James B. McDaniel
Cecilia K.T. Weldon
Lorraine A. Paskett
Jeffery L. Peltola
Maria Sison-Roces
Thomas M. Erb
Jin L. Hwang

RESOLUTION NO. _____

WHEREAS, NBC Universal, Inc. (NBCU) proposes a major new development on its Universal City property that will increase water demand; and

WHEREAS, LADWP and NBCU negotiated a Surplus Water Supply Augmentation Agreement (Agreement), approved as to form and legality by the City Attorney, for NBCU to provide replacement water supplies, a copy of which is on file with the Secretary of the Board; and

WHEREAS, the Agreement requires NBCU to provide annual replacement for new water supplies to the area to be located within the City, and replacement water supplies for new water in the unincorporated area of Los Angeles County upon declaration by LADWP's General Manager;

WHEREAS, NBCU will provide replacement water supplies in the form of groundwater pumping credits in the local Central and/or West Coast Groundwater Basins; and

WHEREAS, NBCU will pay LADWP the capital costs for the groundwater facilities required to pump the replacement water supplies; and

WHEREAS, the proposed Agreement has a term of 50 years upon approval by the Board of Water and Power Commissioners (Board) and the Los Angeles City Council.

NOW, THEREFORE, BE IT RESOLVED, that the Board approves the Agreement and recommends approval by the Los Angeles City Council of the Agreement to supply water to NBCU's Universal City property.

BE IT FURTHER RESOLVED, that upon approval by the City Council, the General Manager, or such person as the General Manager shall designate in writing as his designee, and the Secretary, Assistant Secretary, or the Acting Secretary of the Board are hereby authorized, empowered, and directed to execute said Agreement for and on behalf of LADWP.

I HEREBY CERTIFY that the foregoing is a full, true, and correct copy of a resolution adopted by the Board of Water and Power Commissioners of the City of Los Angeles at its meeting held

APPROVED AS TO FORM AND LEGALITY
CARMEN A. TRUTANICH, CITY ATTORNEY

APR 27 2010

BY _____
S. DAVID HOTCHKISS
ASSISTANT CITY ATTORNEY

_____
Secretary

AGREEMENT NO. _____

SURPLUS WATER SUPPLY AUGMENTATION AGREEMENT FOR NBC UNIVERSAL

THIS SURPLUS WATER SUPPLY AUGMENTATION AGREEMENT (the "Agreement") is made and entered into as of the last date of execution by and between NBC UNIVERSAL, INC., a Delaware corporation ("NBCU") and the LOS ANGELES DEPARTMENT OF WATER AND POWER ("LADWP"), a municipal utility serving the City of Los Angeles ("City") (each a "Party" and collectively, the "Parties"), with reference to the following facts and intentions:

RECITALS

A. NBCU owns, through a wholly owned subsidiary, a parcel of land comprising approximately 395 acres in the eastern San Fernando Valley region of Los Angeles County (the "Universal Property"), as more particularly described in Exhibit A. As of the Effective Date, approximately 24 percent of the Universal Property parcel is located within the City and the remaining 76 percent of the Universal Property is located in the unincorporated area of the County of Los Angeles. A map generally depicting these respective areas is attached hereto as Exhibit A.

B. LADWP presently serves customers within the City and certain customers outside of the jurisdictional limits of the City, including the Universal Property.

C. The City Land is presently served by LADWP pursuant to the Charter of the City ("City Charter") and the LADWP Rules Governing Water and Electric Service ("LADWP Rules").

D Although the County Land is outside of the jurisdictional limits of the City, the City of Los Angeles has provided water service to the County Land for almost 100 years. The County Land presently receives surplus potable water service from LADWP under the terms and conditions of that certain 1991 Agreement By and Between the Los Angeles Department of Water and Power of the City of Los Angeles and MCA Inc. Regarding Water Service (the "1991 Water Agreement"). The County Land current water use, defined in Section 1.6 as Historical County Demand, has been accounted for in the City's 2005 Urban Water Management Plan.

E. NBCU intends to develop the Project on the Universal Property. The development of the Project will occur on both City Land and County Land. In connection with the implementation of the Project, adjustments will be made to the jurisdictional boundaries of the City and County.

F. NBCU currently uses approximately 1,128.6 acre-feet per year of potable water from LADWP. Based on projections of the build-out of the Project, NBCU will use an estimated maximum 2,131.7 acre-feet per year of potable water, of which 1,003.1 acre-feet per year will be net new potable demand created by the Project.

NBCU's maximum projected Net New City Demand and Net New County Demand is 1,003.1 acre-feet per year. Estimated current and projected potable and recycled water demands are attached as Exhibit B.

G. The Parties acknowledge that LADWP holds certain water rights with respect to the Central Basin and West Basin pursuant to judicial determinations of all groundwater rights within the Central Basin and West Basin (collectively the "Adjudicated Areas").

H. Within the Adjudicated Areas, third parties have the legal right, supported by several decades of custom and practice, to acquire water through the lease and/or purchase of water and water rights.

I. The Parties intend that water and water rights within the Adjudicated Areas that are in excess of those supplies that are presently within LADWP's ownership or control, may be acquired by NBCU and made available to LADWP pursuant to this Agreement.

J. Through the actions contemplated by NBCU under this Agreement, water from the Adjudicated Areas may be used by LADWP to ensure continued potable water service from LADWP to offset (i) Net New County Demand, and (ii) Net New City Demand.

K. The Parties acknowledge that a water supply assessment ("WSA") will be prepared for the Project by LADWP pursuant to Water Code Section 10910 and Government Code Section 66473,

NOW, THEREFORE, in consideration of the above recitals and other consideration, the receipt and adequacy of which the Parties hereby acknowledge, the Parties agree as follows:

ARTICLE 1

DEFINITIONS

1.1 "Central Basin" means the adjudicated groundwater basin underlying the southeastern part of the Los Angeles Coastal Plain in Los Angeles County. The Central Basin is bounded to the southwest by the Newport-Inglewood Uplift, to the southeast by the Los Angeles-Orange County Line, to the north by an irregular line that approximately follows Stocker Street, Martin Luther King Boulevard, Alameda Street, Olympic Boulevard, the boundary between the City and unincorporated East Los Angeles, and the foot of the Merced and Puente Hills. A map illustrating the Central Basin is attached hereto as Exhibit C.

1.2 "City Land" means those areas of the Universal Property located within the jurisdictional boundaries of the City as of the Effective Date.

1.3 "County Land" means those areas of the Universal Property located outside the jurisdictional boundaries of the City as of the Effective Date.

1.4 "Effective Date" means the date that this Agreement is signed by both Parties.

1.5 "Historical City Demand" means the average annual potable water demand attributable to City Land during the five Water Years immediately prior to the Effective Date of the Agreement and quantified for all purposes under this Agreement as 175.7 acre-feet per year. Historical City Demand includes the historical demand for potable water attributable to any City Land that may be detached from the City into the County after the Effective Date.

1.6 "Historical County Demand" means the average annual potable water demand attributable to County Land during the five Water Years immediately prior to the Effective Date of the Agreement and quantified for all purposes under this Agreement as 952.9 acre-feet per year. Historical County Demand includes the historical demand for potable water attributable to any County Land that may be annexed into the City into the after the Effective Date.

1.7 "LADWP Rules" means LADWP Rules Governing Water and Electric Service as amended periodically by the Board of Water and Power Commissioners.

1.8 "Net New City Demand" means the total annual demand for potable water, as quantified by LADWP each Water Year, that is attributable to Revised City Land, less the Historical City Demand. For all purposes under this Agreement, NBCU's maximum projected Net New City Demand at full build-out is estimated at 650.4 acre-feet per year.

1.9 "Net New County Demand" means the total annual demand for potable water, as quantified by LADWP each Water Year, that is attributable to Revised County Land, less the Historical County Demand. For all purposes under this Agreement, NBCU's maximum projected Net New County Demand at full build-out is estimated at 352.7 acre-feet per year.

1.10 "Offset Election" means an election by the General Manager of LADWP to require NBCU to deliver Surplus Water to LADWP to offset Net New County Demand as provided by Article 2. Such Offset Election shall be based on a written determination by the General Manager of LADWP that NBCU must provide Surplus Water to LADWP.

1.11 "Project" means the NBCU Evolution Project for the Universal Property, as further defined in Exhibit D.

1.12 "Purchase Quantity" means the quantity of Surplus Water that is required to offset (i) Net New City Demand and (ii) Net New County Demand.

A payment of $1,231,180.80 shall be paid concurrent with NBCU's initial delivery of Surplus Water to LADWP to satisfy Net New County Demand as provided by Section 2.2. This amount reflects the estimated maximum Net New County Demand at full build-out of 352.7 acre-feet per year plus Historical County Demand of 952.9 acre-feet per year, totaling 1,305.6 acre-feet at $943 (in January 1, 2010 dollars) per acre-foot, before escalation per the criteria above.

A payment of $613,327.20 shall be paid as a condition of LADWP's release of the residential tract map for the Revised City Land for recordation. This amount reflects the estimated maximum Net New City Demand at full build-out of 650.4 acre-feet per year at $943 (in January 1, 2010 dollars) per acre-foot, before escalation per the criteria above.

2.4.1 Distribution Facilities Costs. In addition to the above capital facility contributions, NBCU acknowledges its responsibility to pay for necessary recycled and potable water distribution facilities on the Universal Property sufficient to meet the demands of the property as set forth in the letter attached hereto as Exhibit F. NBCU acknowledges that this Agreement does not define the measures, including capital costs, that may be required to distribute potable and recycled water to and through the Universal Property. These measures will be determined in accordance with customary and routine LADWP Rules for similarly situated users.

2.4.2 Recycled Water Easements. NBCU and LADWP agree to negotiate in good faith on an expedited basis to identify a mutually agreeable route for easement(s) and right(s)-of-way necessary to construct, operate, and maintain those recycled water facilities which will be owned and operated by LADWP on the Revised City Land portion of the Universal Property, agreement to which will not be unreasonably withheld.

2.4.3 Potable Water Easements. NBCU and LADWP agree to negotiate in good faith on an expedited basis to identify a mutually agreeable route for easement(s) and right(s)-of-way necessary to construct, operate, and maintain those potable water facilities which will be owned and operated by LADWP on the Revised City Land portion of the Universal Property, agreement to which will not be unreasonably withheld.

2.5 Source of Surplus Water. Except as provided in Sections 2.5.1 and 2.5.2 below, the Surplus Water shall consist of water made available from Central Basin water or water rights.

2.5.1 Interbasin Transfers. In the event that water transfers, leases, and/or exchanges from the West Basin to the Central Basin are permitted by judicially approved amendments to the basin judgments or otherwise; and LADWP has obtained all required approvals to make the proposed transfer to the Central Basin, the Surplus Water may consist of water or water rights from either the Central or West Basins, or both. If the above conditions are not met, the water or water rights must be from the Central Basin.

1.13 "Revised City Land" means the City Land together with the annexations to the City and detachments from the City effectuated by the Project, if any.

1.14 "Revised County Land" means the County Land together with the annexations to the County and detachments from the County effectuated by the Project, if any.

1.15 "Surplus Water" means water or water rights acquired by NBCU and delivered to LADWP under the provisions of this Agreement.

1.16 "Water Year" means a unit of time beginning on July 1 of each calendar year and ending on June 30 of the next calendar year.

1.17 "West Basin" means the adjudicated groundwater basin underlying the southwestern part of the Los Angeles Coastal Plain in Los Angeles County. The West Basin is bounded on the west by Santa Monica Bay, on the north by the Ballona Escarpment, on the east by the Newport-Inglewood Uplift, and on the south by San Pedro Bay and the Palos Verdes Hills. A map illustrating the West Basin is attached as Exhibit E.

1.18 Any capitalized terms not defined in this Article 1 shall have the meanings set forth in the Recitals.

ARTICLE 2

SURPLUS WATER

2.1 Obligation to Offset Net New Demand. In accordance with the conditions and time frames set forth in this Article 2, NBCU will deliver to LADWP, at NBCU's sole cost and expense, the Purchase Quantity of Surplus Water, except as otherwise provided by this Agreement. NBCU's obligation to deliver Surplus Water for each type of demand will be incurred as follows.

2.1.1 Net New City Demand. NBCU shall initiate delivery of Surplus Water to offset Net New City Demand in the first Water Year when the demand attributable to Revised City Land increases by more than 50 acre-feet per year over the Historical City Demand of 175.7 acre-feet per year. Thereafter, NBCU shall continue to deliver Surplus Water to offset each year's Net New City Demand as provided in Section 2.2.

2.1.2 Net New County Demand. NBCU shall initiate delivery of Surplus Water to offset Net New County Demand in the first Water Year when both: (a) the demand attributable to Revised County Land increases by more than 50 acre-feet per year over the Historical County Demand of 952.9 acre-feet per year, and (b) the General Manager of LADWP makes an Offset Election. Thereafter, NBCU shall deliver Surplus Water to offset Net New County Demand in each year that the General Manager makes an Offset Election. Unless the General Manager makes an Offset

Election, NBCU shall receive customary potable water service from LADWP in a manner consistent with the City Charter and LADWP Rules, without the obligation to deliver Surplus Water.

(a) Objections to General Manager's Determination. NBCU shall have the right to object to the General Manager's Offset Election by providing to LADWP written notice of NBCU's objections within sixty (60) days following receipt by NBCU of the Offset Election supported by the written determination of the LADWP General Manager that NBCU must provide Surplus Water to LADWP. Representatives of the Parties will meet and confer at least once in a good faith effort to resolve the objection within the ninety (90)-day period following LADWP's receipt of NBCU's objection notice.

(b) Appeal. If the objection is unresolved within the ninety (90) day period, NBCU may appeal to the Board of Water and Power Commissioners. The Board's decision shall be final and not subject to judicial review.

2.1.3 Historical County Demand. Subject to the City Charter and LADWP Rules, NBCU shall continue to receive customary potable water service from LADWP for use on Revised County Land in quantities up to the Historical County Demand on terms and conditions similar to those offered to other customers outside the boundaries of the City, and it shall not be obligated under this Agreement to deliver Surplus Water to offset its Historical County Demand.

2.2 Surplus Water Quantification and Delivery. NBCU's Purchase Quantity of Surplus Water as provided by Section 2.1 will be quantified by LADWP and delivered by NBCU in arrears as follows.

2.2.1 Quantification. No later than ninety (90) days following the end of each Water Year, LADWP shall (i) establish the Purchase Quantity and (ii) provide written notice to NBCU of its quantification of the Purchase Quantity, along with reasonable documentation to support LADWP's determination.

(a) Objections to Purchase Quantity. NBCU shall have the right to object to LADWP's determination of the Purchase Quantity by providing to LADWP written notice of NBCU's objections within sixty (60) days following receipt by NBCU from LADWP of the Purchase Quantity determination and reasonable documentation to support the determination. Representatives of the Parties will meet and confer at least once in a good faith effort to resolve the objection within the ninety (90) day period following LADWP's receipt of NBCU's objection notice.

(b) Appeal. If the objection is unresolved within the ninety (90) day period, NBCU may appeal to the Board of Water and Power Commissioners. The Board's decision shall be final and not subject to judicial review.

2.2.2 Delivery. NBCU shall deliver the Purchase Quantity of Surplus Water to LADWP at NBCU's sole cost and expense, except as otherwise provided by

Section 2.3 of this Agreement. The source of the Surplus Water shall be provided in accordance with Section 2.5. Delivery shall occur when NBCU assigns or otherwise transfers the Surplus Water to LADWP in a form reasonably satisfactory to LADWP. LADWP will take, treat, and convey the Surplus Water as any other local or imported supply source.

2.2.3 Delivered in Arrears. NBCU will have up to twenty-four (24) months from the determination of the Purchase Quantity pursuant to Section 2.2.1 to deliver the Surplus Water to LADWP as provided in this Agreement. In addition, in the event that LADWP fails to timely determine the Purchase Quantity, the period of time for NBCU to deliver the Surplus Water to LADWP will be extended by one month for any month, or part thereof, by which LADWP's quantification is delayed. Subject to the provisions of Section 2.2.4, NBCU may, subject to reasonable approval by LADWP, deliver Surplus Water in advance of LADWP's determination of the Purchase Quantity as a credit against future obligations.

2.2.4 Conditions on Delivery. NBCU will deliver Surplus Water in a manner such that LADWP will be able to beneficially use or store the water for use by LADWP. NBCU shall deliver Surplus Water sufficiently in advance of any time limits on production of the Surplus Water such that LADWP is able to legally produce the full quantity of Surplus Water made available by NBCU to LADWP. Surplus Water that is made available by NBCU in a manner that LADWP cannot reasonably put the water to beneficial use or to storage will not be credited against the Purchase Quantity. LADWP shall notify NBCU in writing within thirty (30) days following receipt of a delivery of Surplus Water from NBCU if LADWP has any objections to the delivery of the Surplus Water. Representatives of the Parties will meet and confer at least once in a good faith effort to resolve LADWP's objection within the ninety (90) day period following NBCU's receipt of LADWP's objection notice.

2.3 Costs. In addition to the capital contribution set forth in Section 2.4 below, NBCU will pay the full and complete cost of acquiring the Surplus Water and making the Surplus Water available to LADWP, including any third party approval costs assessed as a condition of approval within the Adjudicated Areas. All administrative charges and annual operations and maintenance fees attributable to the management and operation of the LADWP water system and customarily recovered through the traditional LADWP water rate, including but not limited to power, conveyance, production and treatment, will be recovered by LADWP from NBCU and its customers on the Universal Property exclusively through its generally applicable rates, fees and charges and on the same basis as other similarly situated customers of LADWP as provided in Section 4 below.

2.4 Capital Facilities Contributions. NBCU will make a contribution of $943 per acre-foot towards the capital facilities that will be used to extract, convey and take delivery of Surplus Water to meet the reasonably projected needs of NBCU. All capital contributions are denominated in January 1, 2010 dollars and shall be escalated using the Engineering News-Record Construction Cost Index for the Los Angeles Area cost index factor, as compared to the January 1, 2010 cost index factor. This contribution shall be made in two installments.

2.5.2 Alternative Sources. The Parties acknowledge that new sources of water which may be beneficially used by LADWP may become available in the future under circumstances that cannot be sufficiently predicted at the Effective Date. NBCU shall have the right to deliver Surplus Water to LADWP from an alternative water source or sources other than the Central Basin or West Basin, provided that such Surplus Water meets the following criteria: (i) the water is from a firm and reliable supply source; (ii) the water quality is such that it can be efficiently treated to satisfy all primary and secondary drinking water standards and State notification levels; (iii) the water is able to be conveniently accepted and beneficially used by LADWP; and (iv) the provision of water will not result in changes in the economic arrangement of the parties as provided by this Agreement. NBCU will be responsible for any wheeling or conveyance costs lawfully assessed by a third party to deliver the water to LADWP's system. Any alternative water source shall be subject to LADWP's reasonable consent. If NBCU identifies an alternative water source, NBCU shall submit such information to LADWP as LADWP may reasonably request with respect to the alternative water source. Provided that the alternative water source meets the criteria established by this Section 2.5.2, LADWP shall not withhold its consent to such alternative water source. In the event the Parties are unable to agree with respect to such alternative water source, representatives of the Parties will meet and confer at least once in a good faith effort to resolve LADWP's refusal to consent within the ninety (90) day period following NBCU's receipt of LADWP's refusal.

2.6 Default. In the event that NBCU is unable to deliver the Purchase Quantity to LADWP within twenty-four months following the accrual of the obligation, then NBCU shall pay to LADWP a default charge equal to the product of (a) the number of acre-feet by which the Purchase Quantity is deficient; (b) the highest cost per acre-foot paid by LADWP to the Metropolitan Water District for the specific Water Year to cover NBCU's demand, plus any regulatory penalty rates or charges whatever they may be, provided that the highest cost does not include civil or regulatory penalties for negligence, malfeasance, or misconduct by LADWP; and (c) a 20% surcharge to compensate LADWP for administrative costs associated with acquiring this additional water. For example, if NBCU's acquires Surplus Water in an amount 150 acre-feet less than the applicable Purchase Quantity and LADWP's applicable highest cost for water from the Metropolitan Water District is $1,188 per acre-foot, then NBCU would pay a default charge of (150AF x $1,188/AF x 1.20) = $213,840.

2.7 Supplemental Surplus Water. NBCU has no obligation under this Agreement to deliver Surplus Water to offset Historical County Demand. However, at its sole and complete discretion, NBCU may elect to deliver supplemental Surplus Water to offset Historical County Demand. Any delivery of supplemental Surplus Water will be made in accordance with the requirements of Sections 2.2.2, 2.2.3, 2.2.4, 2.3, and 2.5 consistent with the City Charter and LADWP Rules.

ARTICLE 3

WATER RATES

3.1 Water Rates. NBCU will pay the following water rates for delivery of Surplus Water to the Universal Property:

3.1.1 City Rates. NBCU and the customers of LADWP on the Universal Property within the boundaries of the City will pay the applicable LADWP rates for service inside the City, as adopted by City Ordinance No. 170435, as amended by Ordinance Nos. 171639, 173017, 175964, 177968, and 179802, and as may be amended in the future. In the event that LADWP further amends existing or establishes new water rates, the rates charged NBCU for City Land water service shall be the same as those for similarly situated customers.

3.1.2 County Rates. NBCU and the customers of LADWP on the Universal Property outside the boundaries of the City will pay the applicable LADWP rates for service outside the City, as adopted by City Ordinance No. 170435, and as amended by Ordinance Nos. 171639, 173017, 175964, 177968, and 179802, and as may be amended in the future.

ARTICLE 4

LADWP SERVICE COMMITMENT

4.1 City Land Potable Water Service. LADWP will provide potable water service to the Revised City Land in accordance with the City Charter, LADWP Rules for service inside the City, and the terms of this Agreement. LADWP's sole remedy for failure by NBCU to supply Surplus Water, as provided for by this Agreement, shall be to receive the Default Payment. After the expiration of the Initial Term as provided in Section 5.1, NBCU's obligation to deliver Surplus Water to meet the Net New City Demand shall terminate. Thereafter, LADWP will provide potable water service to the Revised City Land pursuant to the City of Los Angeles Charter and LADWP Rules for service inside the City.

4.2 County Land Potable Water Service. LADWP will provide potable water service to the Revised County Land pursuant to the terms of this Agreement. LADWP's service to the Revised County Land shall at all times be supplemented by NBCU's commitment to deliver Surplus Water to offset Net New County Demand as provided by this Agreement. Service of the Historical County Demand shall continue in a manner consistent with the City Charter and LADWP Rules. Upon the expiration of the Term for the Revised County Land, NBCU shall be situated as any other applicant for water service outside the jurisdictional limits of the City and the Parties shall be free to negotiate a mutually agreeable contract for service at that time.

4.3 Recycled Water Service. LADWP will provide recycled water service to the Revised City Land and Revised County Land as requested by NBCU in such

quantities as are agreed to by LADWP and NBCU under the terms of the 1991 Water Agreement, as amended from time to time; and in accordance with NBCU commitments provided to LADWP as part of the Project's WSA.

ARTICLE 5

TERM OF AGREEMENT

5.1 Initial Term of Agreement. The Initial Term of the Agreement will be thirty (30) years from the Effective Date as applied to the Revised City Land, and fifty (50) years from the Effective Date as applied to the Revised County Land.

5.2 Supplemental Capital Facilities Contribution. NBCU's Capital Facilities Contribution, described in Section 2.4, assumes Net New City Demand, Net New County Demand, and Historical County Demand of 1,956 acre-feet per year. Unanticipated increases in future Net New City Demand and Net New County Demand, should they occur, will require the payment of Supplemental Capital Facilities Contributions (Supplemental Contributions) to compensate for increased Surplus Water pumping capacity necessary to produce the Purchase Quantity, as provided for in this Section 5.2.

5.2.1 NBCU shall pay an initial non-recurring Supplemental Contribution for an increase in the Purchase Quantity in any Water Year in which the Purchase Quantity is equal to or greater than 2,375 acre-feet per year. Upon each payment by NBCU of a Supplemental Contribution, a new baseline maximum Purchase Quantity will be established and additional non-recurring Supplemental Contributions shall be paid when the Purchase Quantity exceeds the new baseline maximum by increments of more than 100 acre-feet per year. For example, if in a future Water Year NBCU's water demands require a Purchase Quantity of 2,376 acre-feet per year, NBCU will incur an initial non-recurring Supplemental Contribution of $396,060 (420 acre-feet x $943 in January 1, 2010 dollars) and 2,376 acre-feet per year shall be the new baseline for purposes of calculating any subsequent Supplemental Contribution, which would occur when the Purchase Quantity exceeded 2,476 acre-feet. No Supplemental Contribution shall be required for any Purchase Quantity less than 2,375 acre-feet per year.

5.2.2 The Supplemental Contribution shall be paid 180 days following the end of the Water Year in which it is incurred. This supplemental contribution shall be calculated by multiplying the amount of acre-feet per year by which NBCU's Purchase Quantity exceeds its previous baseline by $943 (denominated in January 1, 2010 dollars and escalated in accordance with Section 2.4).

5.3 County Land Early Termination. In the event NBCU is able to secure firm, uninterruptible water service to its Revised County Land from another provider, NBCU may terminate this Agreement as it applies to the Revised County Land upon one (1) years' prior written notice to LADWP.

ARTICLE 6

DEFAULTS

6.1 Defaults. In the event NBCU fails to deliver Surplus Water to LADWP in accordance with the terms of this Agreement, LADWP shall have no right under this Agreement to terminate or curtail water service. LADWP's sole remedy shall be the right to receive the Default Payments.

ARTICLE 7

GENERAL PROVISIONS

7.1 Entitlement Process. The Parties will exercise reasonable best efforts to facilitate the preparation of the WSA for the Project, as referred to in Recital L. Nothing herein shall be deemed to be an approval of the Project.

7.2 Headings. The headings of this Agreement are for convenience only and have no force or effect in the interpretation or construction of this Agreement.

7.3 Assignment. This Agreement may be transferred in whole or in part by NBCU to (i) any entity controlled by or under the common control of NBCU, (ii) any successor entity to NBCU including without limitation any conversion of NBCU to an LLC, (iii) a purchaser of all or substantially all of the Universal Property, (iv) a purchaser of all or substantially all of the Revised City Land, (v) a purchaser of all or substantially all of the Revised County Land, (vi) a mutual water company, and/or (vii) a property owners association formed for all or substantially all of the Revised City Land or Revised County Land. All other transfers by NBCU shall require the prior written consent of LADWP, which consent shall not be unreasonably withheld. This Agreement shall be binding on and shall inure to the benefit of the Parties and their respective successors and assigns. This Agreement may not be assigned by LADWP.

7.4 Waiver. The waiver of any duty under or breach of this Agreement by any Party shall not be deemed to be a waiver of any preceding or subsequent breach, nor shall any waiver constitute a continuing waiver.

7.5 Notices. All communications related to this Agreement must be delivered in writing in person, or by facsimile, U.S. mail, by Federal Express or other similar overnight delivery service at the addresses set forth below:

To: NBC Universal, Inc.
100 Universal City Plaza
Universal City, CA 91608
Attention: West Coast Real Estate

with a copy to: NBC Universal, Inc.
30 Rockefeller Plaza
New York, NY 10112
Attention: Law Department

To: Los Angeles Department of Water and Power
Senior Assistant General Manager – Water System
P.O. Box 111, Room 1455
Los Angeles, CA 90051

Any written communication given by mail shall be deemed delivered two (2) business days after such mailing date or one (1) business day if sent by overnight delivery service. Communications by facsimile shall be deemed delivered on the date of transmission if transmitted during regular business hours, otherwise the next business day.

7.6 Authorizations. All individuals executing this Agreement and other documents on behalf of the respective Parties certify and warrant that they have the capacity and have been duly authorized to so execute the documents on behalf of the entity so indicated. Each signatory shall indemnify the other Parties to this Agreement, and hold them harmless, from any and all damages, costs, attorneys' fees and other expenses, if the signatory is not so authorized.

7.7 Effectiveness of this Agreement. The Parties acknowledge and agree that no term or provision of this Agreement will take effect or be binding on the Parties unless and until this Agreement has been fully signed and delivered by all of the Parties.

7.8 Advice of Counsel. In executing this Agreement, each Party acknowledges that it has consulted with and had the advice and counsel of an attorney duly admitted to practice in the State of California, and each Party further acknowledges that it has executed this Agreement after independent investigation, of its own free choice and will, and without fraud, duress, or undue influence. Each Party has investigated the facts pertaining to this Agreement to the extent such Party deems necessary, assumes the risk of mistake with respect to such facts and acknowledges that this Agreement is intended to be final and binding upon the Parties regardless of any claim of mistake. This Agreement is not subject to challenge on the grounds that any or all of the legal theories or factual assumptions used for negotiating purposes are for any reason inappropriate or inaccurate.

7.9 Sole Agreement. This Agreement constitutes the entire agreement and understanding between the Parties concerning the subject matter of this Agreement, and supersedes and replaces any and all prior or contemporaneous negotiations, offers, proposals, terms, representations, warranties, and agreements, whether written or oral, concerning the subject matter of this Agreement, except the 1991 Water Agreement as provided for in Sections 4.3. The Parties acknowledge that no other party, nor any

agent or attorney of any Party, has made any promise, representation, warranty, or other inducement of any kind or nature whatsoever, written or oral, express or implied, concerning the subject matter of this Agreement, to induce the Party to execute this Agreement or for any other purpose, and each Party acknowledges that it has not executed this Agreement in reliance on any promise, representation, warranty or other inducement that is not expressly set forth in this Agreement.

7.10 Governing Law. This Agreement is made and entered into in the State of California and the Parties agree that this Agreement will in all respects be interpreted, enforced and governed by and under the internal laws of the State of California, without resort to choice of law principles.

7.11 Construction/Severability. The Agreement shall be construed without regard to any presumption or rule requiring construction against the party causing such instrument to be drafted, as each Party has participated in negotiating the drafting of this Agreement and had the opportunity to have their counsel review it. The language in all parts of this Agreement will, in all cases, be liberally construed to effect its purposes, and as a whole according to its meaning and not strictly for or against any Party. Should any provision of this Agreement be declared or determined by any court to be illegal or invalid, the validity of the remaining parts, terms or provisions will not be affected thereby and such illegal or invalid part, term or provision will not be deemed to be a part of this Agreement, unless such severance frustrates the fundamental purpose and intent of this Agreement.

7.12 Execution of Agreement. This Agreement may be executed in counterparts with the same force and effect as if executed in one complete, original document. Signatures delivered by facsimile or electronic transmission will be accepted as though originals.

7.13 Third Party Beneficiaries, Obligors and Parties. This Agreement is binding upon and inures to the benefit of each of the Parties, and their respective successors and assigns. The only parties to this Agreement are those specifically named in this Agreement who have signed the Agreement in their own name. There are no third party beneficiaries or obligors to this Agreement. This Agreement is not enforceable by any person not a Party to this Agreement, or their respective representatives, heirs, devisees, successors and assigns.

7.14 Obligation to Proceed With Project. Nothing in this Agreement requires NBCU to proceed with the Project, and the Parties recognize that the timing of implementing the Project is exclusively within the discretion of NBCU and that the implementation of the Project may not occur.

7.15 Remedies. Except as otherwise provided by Section 6, the Parties shall have all rights and remedies in law and in equity

7.16 Relationship of the Parties. The Parties hereby renounce the existence of any joint venture or partnership among them and agree that nothing contained in this

Agreement may be construed as making the Parties joint venturers or partners of any other Party to this Agreement.

7.17 Amendment to Agreement. Any amendment to this Agreement must be in writing and signed by duly authorized representatives of the Parties hereto and state the intent of the Parties to amend this Agreement.

7.18 Further Assurances. The Parties agree that each of them will execute and deliver to the other Parties all such further documents and instruments as may be necessary and appropriate to effect the terms and conditions of this Agreement.

7.19 Time of the Essence. Time is of the essence of this Agreement and the performance by each Party of the obligations on that Party's part to be performed.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date last written below.

DEPARTMENT OF WATER AND POWER
OF THE CITY OF LOS ANGELES BY
BOARD OF WATER AND POWER COMMSSIONERS OF
THE CITY OF LOS ANGELES

Date: _____ By: _____
Austin Beutner
General Manager

And: _____
Secretary

AGREEMENT NO. _____

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date last written below.

NBC Universal Inc.

Date: _____ By: _____

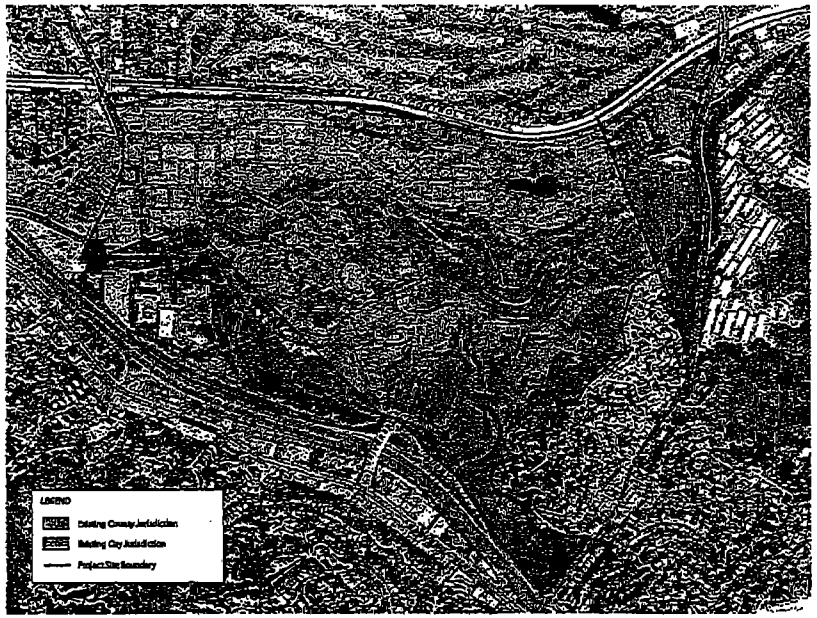
Date: _____ And: _____

APPROVED AS TO FORM AND LEGALITY
CARMEN A. TRUTANICH, CITY ATTORNEY

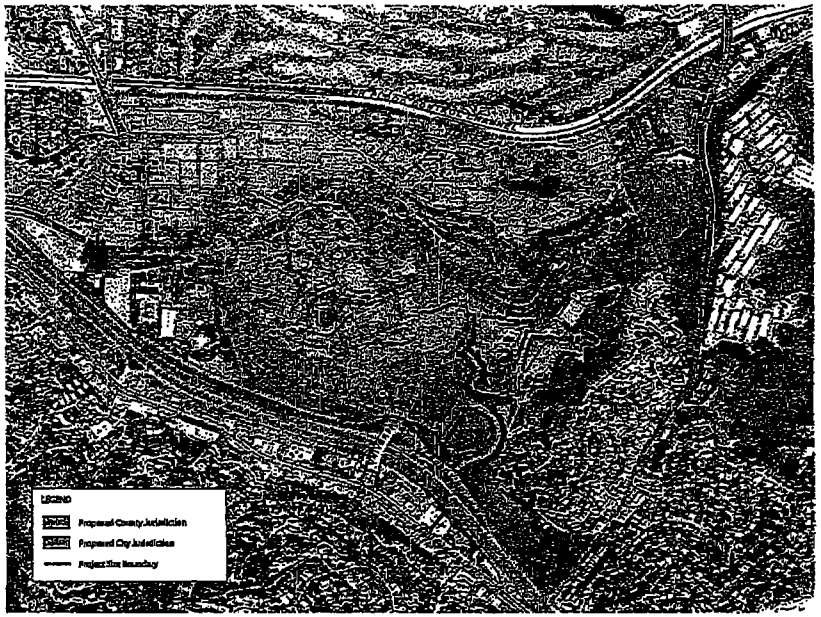
APR 2 7 2010

BY _____
S. DAVID HOTCHKISS
ASSISTANT CITY ATTORNEY

EX. A



Existing Jurisdictional Boundaries



Proposed Jurisdictional Boundaries

Source: Rios Clementi Hale Studios, 2010.

matrix environmental

Figure II-3
Aerial of Existing and Proposed Jurisdictional Boundaries

EX. B

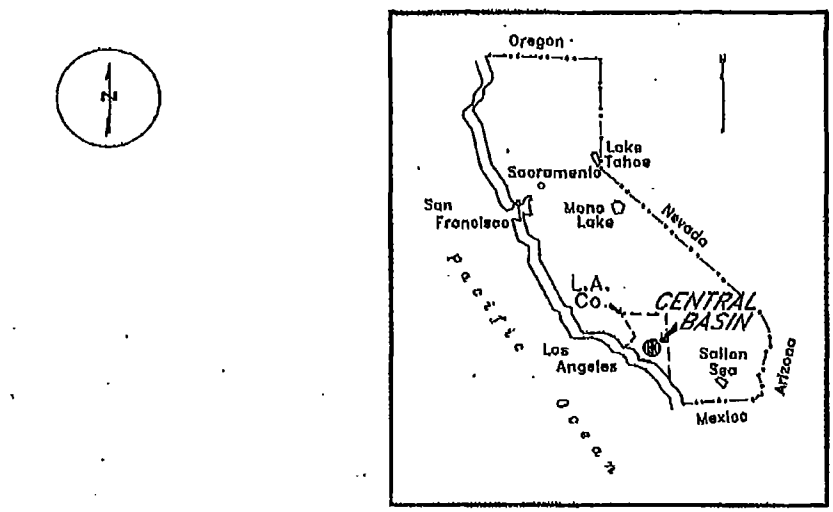
NBC-Universal Water Demand Projections

		Current Use	Project Build-Out	Difference
In- City	Potable	175.7	826.1	650.4
County	Potable	952.9	1,305.6	352.7
Total Potable		1,128.6	2,131.7	1,003.1
Total Recycled		105.0	351.0	
Total		1,233.6	2,482.7	

All units in acre-feet per year

Ref e-mail Incledon Consulting Group 2-2-2010

EX. C



LOCATION MAP

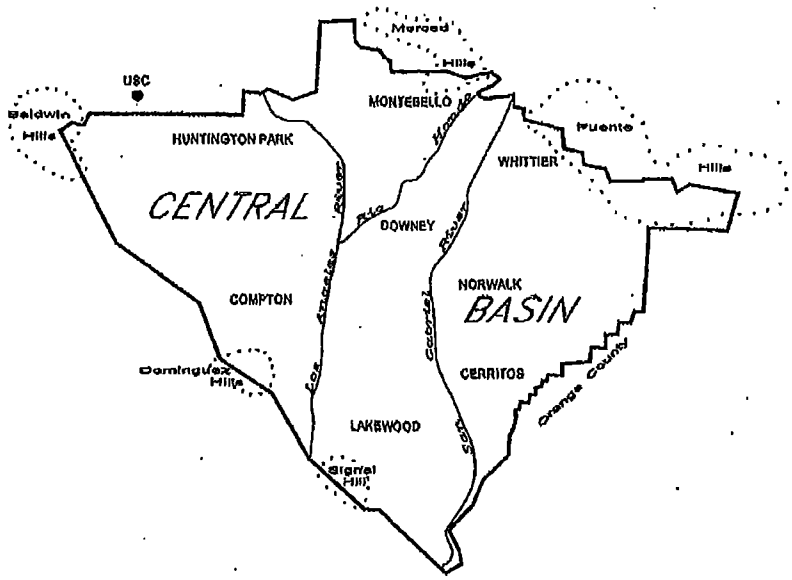


FIGURE 1 - CENTRAL BASIN

EX. D

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
ERIC HOLOMAN
FR. SPENCER T. KEZIOS
YOLANDA OROZCO
BARBARA ROMERO
MICHAEL K. WOO

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274

JANE BLUMENFELD
ACTING DEPUTY DIRECTOR
(213) 978-1272

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
(213) 978-1270
www.planning.lacity.org

January 29, 2010

Mr. James B. McDaniel, Chief Operating Officer–Water System
Department of Water and Power
111 North Hope Street
Los Angeles, CA 90012

RE: UPDATED REQUEST FOR WATER SUPPLY ASSESSMENT FOR NBC UNIVERSAL EVOLUTION PLAN (ENV-2007-254-EIR)

Dear Mr. McDaniel:

On December 20, 2007, the Department of City Planning, acting as the CEQA Lead Agency for the project, requested that your Department prepare a water supply assessment pursuant to SB 610 for the proposed Universal City Vision Plan project. The Universal City Vision Plan project is now referred to as the NBC Universal Evolution Plan. As there have been some changes in the nomenclature and information for the proposed project, the Department of City Planning is providing an updated project description set forth below and restating its request that your Department prepare a water supply assessment for the proposed project. The Department of City Planning is currently preparing a Draft Environmental Impact Report (EIR) for the proposed project and we need to include the water supply assessment in the Draft EIR. We have included for your use a copy of the vicinity map and radius map.

Project Name: NBC Universal Evolution Plan

Project Address: 100 Universal City Plaza, Universal City, CA 91608 (Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan Area)

Project Description: The Project Applicant, Universal City Studios LLLP, L.P., proposes the development of approximately 2.01 million net new square feet of various commercial uses (approximately 2.65 million square feet of new commercial development less approximately 638,000 square feet of demolition) and 2,937 residential units (the "Project"). The Project proposes new development across all of the major types of land uses that occur on, and adjacent to, the Project site, including entertainment (including amphitheater use), retail, studio, studio office, office, hotel and child care uses, in addition to the introduction of residential uses to the Project site. This proposed new development would be supported by additional parking facilities

and improvements to the on-site circulation system. The Project site is divided into the following four areas: (1) Studio, (2) Entertainment, (3) Business, and (4) Mixed-Use Residential. The Project site is located within both the City of Los Angeles and County of Los Angeles jurisdictional boundaries. The areas of the Project site that are located within unincorporated Los Angeles County receive water service from the Los Angeles Department of Water and Power (LADWP). As a result, water service to the entire Project site is provided by the LADWP.

The Project Applicant is requesting the following discretionary approvals from the City of Los Angeles as part of the proposed Project: adoption of a Specific Plan to regulate development within the City portions of the Project site; General Plan Amendments to establish a Specific Plan land use designation for the City portions of the Project site and to delete a small portion of the Project site (approximately 1.5 acres) that is located within the boundaries of the Mulholland Scenic Parkway Specific Plan; Zone Change and zone text amendment to effectuate the new Specific Plan; Tentative Tract Maps for mixed-use development; Development and Pre-Annexation Agreement; haul route permit; protected tree removal and grading approvals; and any additional actions that may be determined necessary.

In addition, the Project Applicant is requesting the following discretionary approvals from the County of Los Angeles for those portions of the Project site that are located within the unincorporated portions of Los Angeles County: adoption of a Specific Plan to regulate development within the County portions of the Project site; General Plan Amendments to establish a Specific Plan land use designation and deletion of the "East-West Road" as set forth in the County's General Plan Circulation Element; Zone Change to effectuate the new Specific Plan; Tentative Tract Map; Grading Approvals; Development Agreement; and any additional actions that may be determined necessary.

In addition, the Project Applicant is requesting modification to the City and County jurisdictional boundaries through a Petition for Reorganization application with the Local Agency Formation Commission (LAFCO).

ANTICIPATED WATER DEMAND

Development of the proposed Project, as identified above, would consist of a range of land uses. The forecast of the Project's anticipated water demand takes into account existing buildings, which currently consume water, which would be demolished as part of the Project, as well as the water that would be consumed by the new development. A detailed forecast of the Project's net water demand (gross new development minus existing development) is provided as Table 1 and is attached to this letter. In addition to the water consumed within the proposed buildings themselves, a project-specific forecast of landscape water usage is also provided in lieu of using the LADWP's standard outdoor water usage factors. Documentation in support of the water demand factors used for the irrigated landscaped areas is provided as Attachments A and B to this letter.

Development of the proposed Project, including all proposed uses and irrigated areas, would consume a forecasted 1.12 million gallons on an average day (net new consumption). This

forecast represents the maximum amount of water that is anticipated to be consumed at the Project site. The Project Applicant is, and will continue to be, committed to the use of recycled water. As such, a large amount of recycled water is currently used on the Project site and the Applicant is committed to extend its current recycled water use to include the Project, subject to the ability of the LADWP to deliver recycled water to the Project site and the use of recycled water occurs in a manner consistent with the future practices under which the Project would be developed. For informational purposes, current recycled water use at the Project site is approximately 105 ac-ft/year.

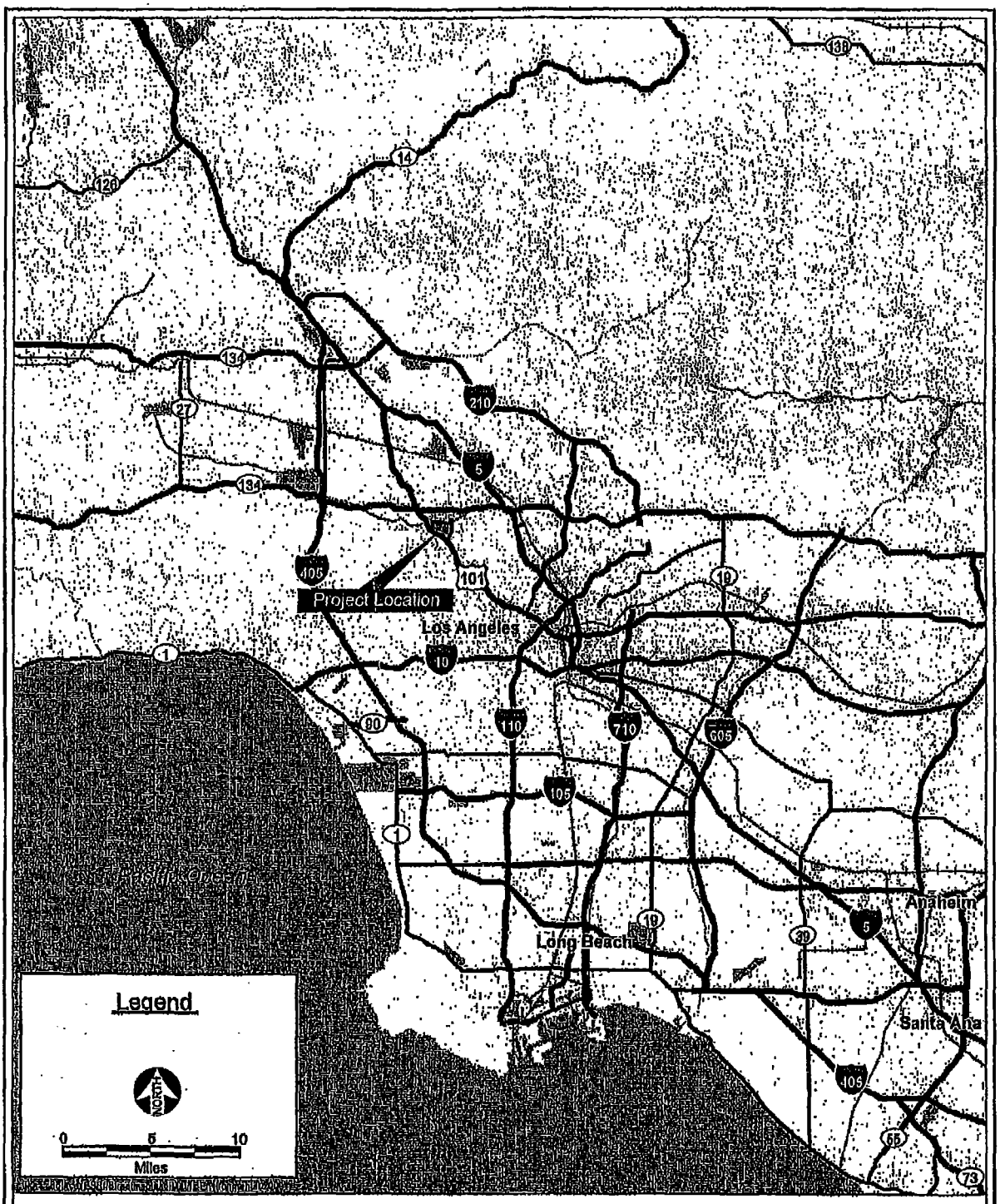
If you have any questions regarding this request, please contact Jon Foreman at (213) 978-1888.

S. Gail Goldberg, AICP
Director

Jon Foreman, M.S.

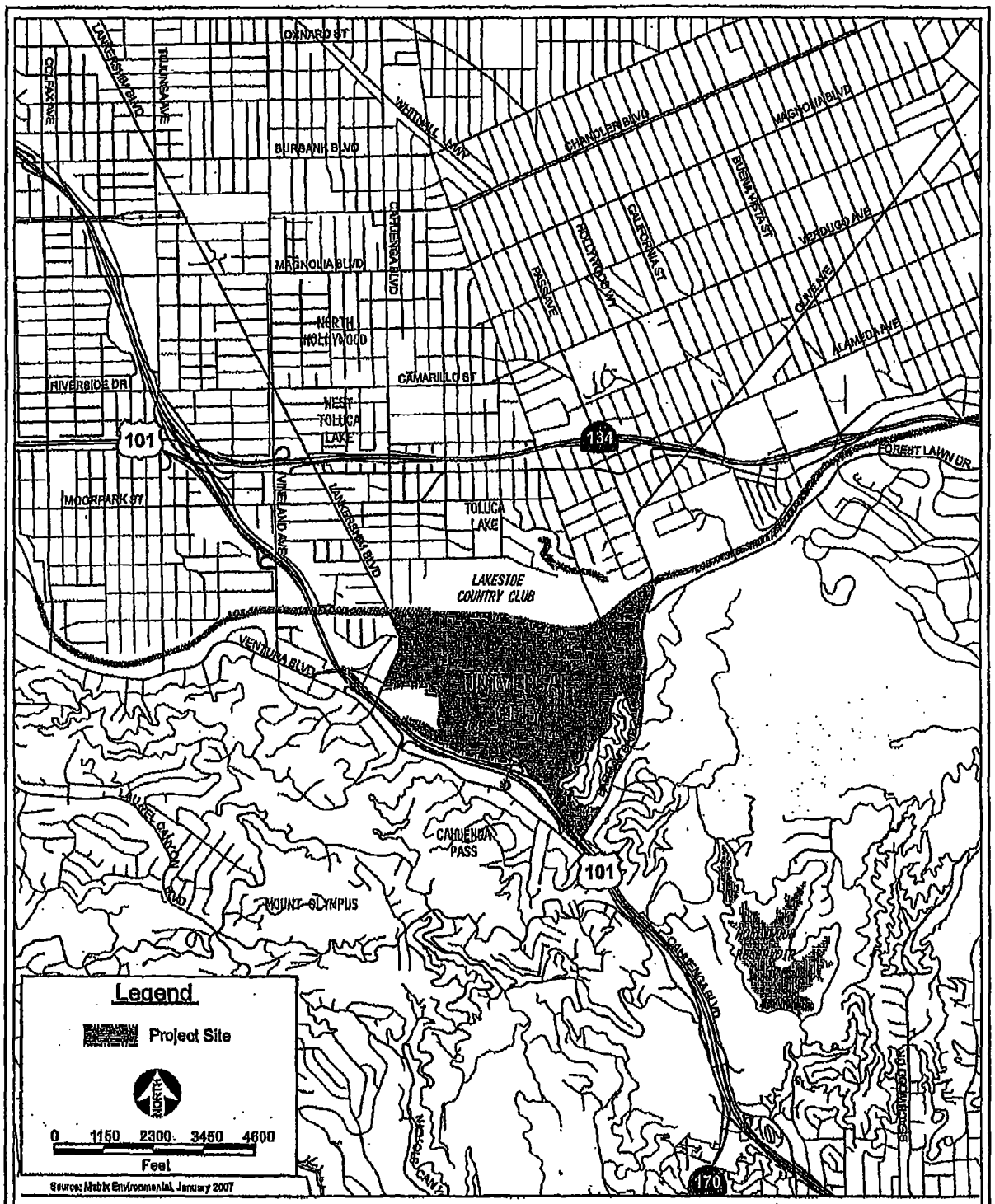
Jon Foreman
Environmental Review Coordinator

Attachments



matrix environmental

Figure 1
Regional Vicinity Map



matrix environmental

Figure 2
Project Location Map

Source: Rios Clementi Hale Studios, 2009.

matrix environmental

NORTH

Figure 3
Proposed Development Areas

Table 1: Water Consumption Under Proposed Project

Average Day Demand

	Amount of Development				Water Demand Rate (gpd) (1)		Net Water Consumption	
Land Use	Unit	Demolition	Gross New Development	Net New Development	Quantity	Unit	Gallons per Day (gpd)	Acre-Feet per Year (ac-ft/yr)
CITY OF LOS ANGELES								
Residential	units	0	2,937	2,937	160	unit	469,920	526.4
Residential Retail (2)	ksf	0	115	115	408	ksf	46,920	52.6
Community Serving (2)	ksf	0	65	65	408	ksf	26,520	29.7
Studio	ksf	1.98	50	48.02	80	ksf	3,842	4.3
Studio Office	ksf	17.448	250	232.552	180	ksf	41,859	46.9
Child Care Center (5)	child	100	0	-100	8	child	-800	-0.9
Entertainment	ksf	42.24	0	-42.24	180	ksf	-7,603	-8.5
Irrigation (6)								
		Existing	Proposed	Net New				
Highly Irrigated	acre	8.75	47.89	39.14	See Attachment A-1		111,010	124.3
Modestly Irrigated	acre	33.79	37.62	3.83	See Attachment A-2		3,555	4.0
Subtotal							114,565	128.3
TOTAL CITY OF LOS ANGELES							695,223	778.6
COUNTY OF LOS ANGELES								
Studio	ksf	193.071	443	259.929	80	ksf	20,794	23.3
Studio Office	ksf	80.226	280	199.774	180	ksf	35,959	40.3
Child Care Center (5)	child	0	150	150	8	child	1,200	1.3
Entertainment	ksf	107.105	295	187.895	180	ksf	33,821	37.9
Entertainment Retail (2)	ksf	30.784	70	39.216	408	ksf	16,000	17.9
Amphitheater (4)	ksf	110.6	60	-50.6	n/a	n/a	-12,084	-13.5
Office	ksf	64.594	550	485.406	180	ksf	88,173	98.9
Hotel (3)	rooms	0	500	500	260	room	130,000	145.6
Irrigation (6)								
		Existing	Proposed	Net New				
Highly Irrigated	acre	10.01	37.39	27.38	See Attachment B-1		122,132	136.8
Modestly Irrigated	acre	23.44	17.27	-6.17	See Attachment B-2		-17,204	-19.3
Subtotal							104,928	117.5
TOTAL COUNTY OF LOS ANGELES							419,792	470.3
Project Summary								
Average Day Water Demand								
Total Project							1,115,015	1,249.1
Peak Day Demand (7)								
Total Project							1,967,515	2,204.1

Notes:
ksf = thousand square feet
(1) Water demand rates supplied by the City of Los Angeles Bureau of Engineering.
(2) Assumes a water demand that reflects a weighted average of 60% retail and 40% restaurant - "full service indoor seat". For the restaurant use, assumes 3 seats per 100 square feet of floor area.
(3) The Bureau of Engineering water use rate for a hotel is 130 gpd/room. As the hotel is likely to include banquet and retail facilities, for purposes of this analysis to provide a conservative estimate and to account for the additional water used by the banquet and retail facilities an additional 130 gpd/hotel room is assumed. Therefore, the total hotel demand rate used in this analysis is 260 gpd/hotel room.
(4) Amphitheater water demand based on the reduction of 3,021 seats at 4 GPD demand/seat.
(5) Assumes 1 child per 100 square feet of floor area.
(6) Irrigation calculations provided as an Attachment to this table.
(7) Peak Flow Rate = 1.76*(Average Water Demand in MGD^0.92) per ASCE Sewer Design Manual.

Attachment A-1
City of Los Angeles

Irrigation Water Use Estimate - Mixed-Use Residential Area - Highly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a medium use category, listed at [redacted]

Irrigation system efficiency is estimated at a 50/50 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:

Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year
ET Value: [redacted] inches (per year) listed for Burbank, CA
Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (medium) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.
Irrigated Area SF:
Mixed-Use Residential Area
Existing Conditions = [redacted] sf
Future Conditions = [redacted] sf
[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	375,799	=	187,900		
		Future =		0.50	x	2,031,638	=	1,015,819		
Landscape Value =	0.50	/	0.80		=	0.625				
Rotor area formula:										
Existing:	51.67	x		0.625	x	187,900	x	0.62	=	3,762,147
Future:	51.67	x		0.625	x	1,015,819	x	0.62	=	20,338,855

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	375,799	=	187,900		
		Future =		0.50	x	2,031,638	=	1,015,819		
Landscape Value =	0.50	/	0.60		=	0.833				
Spray area formula:										
Existing:	51.67	x		0.833	x	187,900	x	0.62	=	5,016,196
Future:	51.67	x		0.833	x	1,015,819	x	0.62	=	27,118,473

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	3,762,147	20,338,855	16,576,708
[redacted]	5,016,196	27,118,473	22,102,277
[redacted]	8,778,344	47,457,328	38,678,985

Total Irrigated Area Daily Increase in Water Use: 38,678,985 / 365 = 105,970 GPD

Attachment A-1
City of Los Angeles

Irrigation Water Use Estimate - Studio, Entertainment & Business Areas - Highly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a high use category, listed at [redacted]

Irrigation system efficiency is estimated at a 50/50 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:
Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year
ET Value: [redacted] inches (per year) listed for Burbank, CA
Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (high) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.
Irrigated Area SF:
Studio, Entertainment & Business Areas:
Existing Conditions = [redacted] sf
Future Conditions = [redacted] sf
[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	5,375	=	2,688		
		Future =		0.50	x	54,599	=	27,300		
Landscape Value =	0.80	/	0.80		=	1.00				
Rotor area formula:										
Existing:	51.67	x		1.000	x	2,688	x	0.62	=	86,095
Future:	51.67	x		1.000	x	27,300	x	0.62	=	874,550

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	5,375	=	2688		
		Future =		0.50	x	54,599	=	27300		
Landscape Value =	0.80	/	0.60		=	1.33				
Spray area formula:										
Existing:	51.67	x		1.333	x	2,688	x	0.62	=	114,794
Future:	51.67	x		1.333	x	27,300	x	0.62	=	1,166,067

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	86,095	874,550	788,455
[redacted]	114,794	1,166,067	1,051,274
[redacted]	200,889	2,040,618	1,839,729

Total Irrigated Area Daily Increase in Water Use: 1,839,729 / 365 = 5,040 GPD

Attachment A-1
City of Los Angeles

Irrigation Water Use Estimate - Highly Irrigated - Summary

Studio, Entertainment & Business Areas	5,040
Mixed-Use Residential Area	105,970
Total	111,010

Attachment A-2
City of Los Angeles

Irrigation Water Use Estimate - Mixed-Use Residential Area - Modestly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a low (native) use category, listed at [redacted].

Irrigation system efficiency is estimated at a 90/10 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

No turf areas are a part of this estimate.

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:

Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year
ET Value: [redacted] inches (per year) listed for Burbank, CA
Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (low) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.
Irrigated Area SF:
Mixed-Use Residential Area
Existing Conditions = [redacted] sf
Future Conditions = [redacted] sf
[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.90	x	1,221,918	=	1,099,726		
		Future =		0.90	x	1,459,260	=	1,313,334		
Landscape Value =	0.30	/	0.80		=	0.375				
Rotor area formula:										
Existing:	51.67	x		0.375	x	1,099,726	x	0.62	=	13,211,313
Future:	51.67	x		0.375	x	1,313,334	x	0.62	=	15,777,443

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.10	x	1,221,918	=	122,192		
		Future =		0.10	x	1,459,260	=	145,926		
Landscape Value =	0.30	/	0.60		=	0.500				
Spray area formula:										
Existing:	51.67	x		0.500	x	122,192	x	0.62	=	1,957,232
Future:	51.67	x		0.500	x	145,926	x	0.62	=	2,337,399

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	13,211,313	15,777,443	2,566,129
[redacted]	1,957,232	2,337,399	380,167
[redacted]	15,168,545	18,114,841	2,946,297

Total Irrigated Area Daily Increase in Water Use: 2,946,297 / 365 = 8,072 GPD

Attachment A-2
City of Los Angeles

Irrigation Water Use Estimate - Studio, Entertainment & Business Areas - Modestly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a medium use category, listed at [redacted]

Irrigation system efficiency is estimated at a 50/50 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:

Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year
ET Value: [redacted] inches (per year) listed for Burbank, CA
Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (medium) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.
Irrigated Area SF:
Studio, Entertainment & Business Areas:
Existing Conditions = [redacted] sf
Future Conditions = [redacted] sf
[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	249,831	=	124,916		
		Future =		0.50	x	179,245	=	89,623		
Landscape Value =	0.50	/	0.80		=	0.625				
Rotor area formula:										
Existing:	51.67	x		0.625	x	124,916	x	0.62	=	2,501,074
Future:	51.67	x		0.625	x	89,623	x	0.62	=	1,794,433

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	249,831	=	124,916		
		Future =		0.50	x	179,245	=	89,623		
Landscape Value =	0.50	/	0.60		=	0.833				
Spray area formula:										
Existing:	51.67	x		0.833	x	124,916	x	0.62	=	3,334,765
Future:	51.67	x		0.833	x	89,623	x	0.62	=	2,392,577

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	2,501,074	1,794,433	(706,641)
[redacted]	3,334,765	2,392,577	(942,188)
[redacted]	5,835,839	4,187,010	(1,648,829)

Total Irrigated Area Daily Increase in Water Use: (1,648,829) / 365 = (4,517) GPD

Attachment A-2
City of Los Angeles

Irrigation Water Use Estimate - Modestly Irrigated - Summary

Studio, Entertainment & Business Areas	(4,517)
Mixed-Use Residential Area	8,072
Total	3,555

Attachment B-1
County of Los Angeles

Irrigation Water Use Estimate - Studio, Entertainment & Business Areas - Highly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a high use category, listed at [redacted]

Irrigation system efficiency is estimated at a 50/50 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:

Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year

ET Value: [redacted] inches (per year) listed for Burbank, CA

Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (high) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.

Irrigated Area SF:

Studio, Entertainment & Business Areas:

Existing Conditions = [redacted] sf

Future Conditions = [redacted] sf

[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	435,984	=	217,992		
		Future =		0.50	x	1,628,720	=	814,360		
Landscape Value =	0.80	/	0.80		=	1.000				
Rotor area formula:										
Existing:	51.67	x		1.000	x	217,992	x	0.62	=	6,983,461
Future:	51.67	x		1.000	x	814,360	x	0.62	=	26,088,348

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	435,984	=	217,992		
		Future =		0.50	x	1,628,720	=	814,360		
Landscape Value =	0.80	/	0.60		=	1.333				
Spray area formula:										
Existing:	51.67	x		1.333	x	217,992	x	0.62	=	9,311,281
Future:	51.67	x		1.333	x	814,360	x	0.62	=	34,784,464

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	6,983,461	26,088,348	19,104,887
[redacted]	9,311,281	34,784,464	25,473,183
[redacted]	16,294,742	60,872,813	44,578,071

Total Irrigated Area Daily Increase in Water Use: 44,578,071 / 365 = 122,132 GPD

Attachment B-2
County of Los Angeles

Irrigation Water Use Estimate - Studio, Entertainment & Business Areas - Modestly Irrigated

Background Information

This formula assumes turf use of less than 25% of the total landscape. The criteria defining this water use is as follows:

Plant water use value selected is a medium use category, listed at [redacted]

Irrigation system efficiency is estimated at a 50/50 combination between high efficient stream rotor (80%) and conventional spray sprinklers (60%).

Regional Weather ET Data follows the published value for the City of Burbank, listed as [redacted] inches/year.

Water Use Base Formula:

Formula: ET Value x Landscape Value x Irrigated Area SF x 0.62 = Gallons per Year
ET Value: [redacted] inches (per year) listed for Burbank, CA
Landscape Value: Combination of plant water use value divided by the irrigation system delivery method (overhead spray or stream rotor). The plant water use value is [redacted] (medium) and the irrigation efficiency ratings are: rotors @ [redacted] and spray sprinklers @ [redacted] for the specific areas assigned.
Irrigated Area SF:
Studio, Entertainment & Business Areas:
Existing Conditions = [redacted] sf
Future Conditions = [redacted] sf
[redacted] = coefficient for converting cubic volume into gallons (1 CF = 7.48 gallons)

Water Use Base Calculations for Project:

Rotor sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	1,021,213	=	510,607		
		Future =		0.50	x	752,389	=	376,195		
Landscape Value =	0.50	/	0.80		=	0.625				
Rotor area formula:										
Existing:	51.67	x		0.625	x	510,607	x	0.62	=	10,223,427
Future:	51.67	x		0.625	x	376,195	x	0.62	=	7,532,213

Spray sprinkler assigned areas -

Project SF of area assignment:		Existing =		0.50	x	1,021,213	=	510,607		
		Future =		0.50	x	752,389	=	376,195		
Landscape Value =	0.50	/	0.60		=	0.833				
Spray area formula:										
Existing:	51.67	x		0.833	x	510,607	x	0.62	=	13,631,236
Future:	51.67	x		0.833	x	376,195	x	0.62	=	10,042,951

Total Irrigated Area Annual Water Use (Gallons per Year):

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	10,223,427	7,532,213	(2,691,214)
[redacted]	13,631,236	10,042,951	(3,588,285)
[redacted]	23,854,663	17,575,164	(6,279,499)

Total Irrigated Area Daily Increase in Water Use: (6,279,499) / 365 = (17,204) GPD

EX. E

EX. F

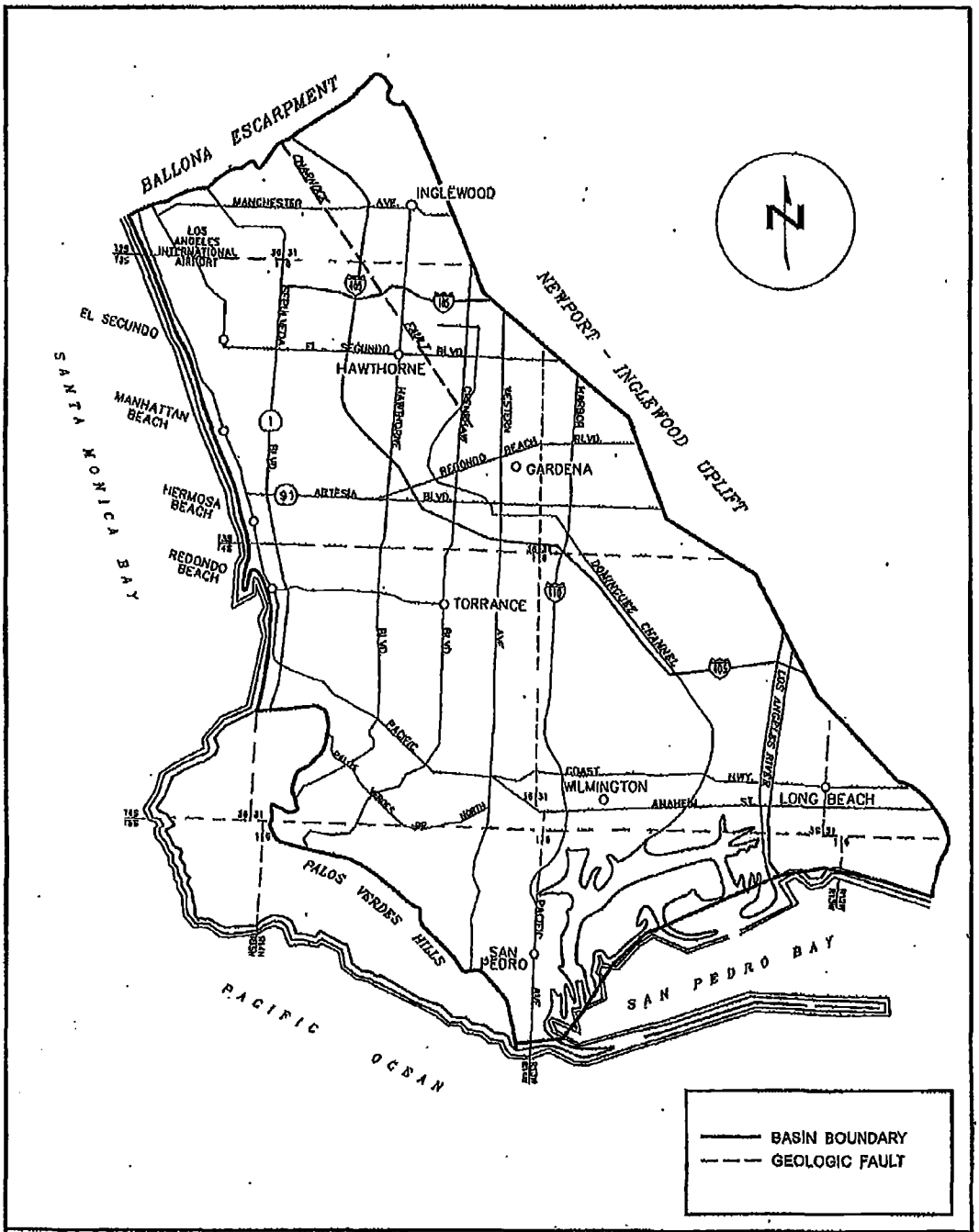


FIGURE 1 – WEST COAST BASIN

NBC UNIVERSAL

100 UNIVERSAL CITY PLAZA
UNIVERSAL CITY, CA 91608

April 27, 2010

Mr. Thomas Erb,
Director of Water Resources
Los Angeles Department of Water and Power
111 North Hope Street Fl 15
Los Angeles, CA 90012-2607

Re: NBC Universal Evolution Plan/Recycled Water

Dear Mr. Erb:

As we have discussed, Universal City Studios LLLP, L.P. proposes to develop its 391 acre property in Universal City. The proposed development, known as the NBC Universal Evolution Plan (formerly referred to as the Vision Plan), consists of up to 2.01 million square feet of net new commercial uses and 2937 residential units. For planning purposes NBC Universal has organized the property into four Areas: Business Area, Entertainment Area, Studio Area and Mixed-Use Residential Area, as shown on Attachment A. NBC Universal is committed to designing and implementing a recycled water system in connection with the continued development of the Business, Entertainment and Studio Areas and proposed new development in the Mixed Use Area.

NBC Universal is committed to using recycled water in each of the Studio, Business, Entertainment and Mixed-Use Residential Areas. NBC Universal proposes that the recycled water system be designed to provide storage and distribution for the Studio, Business and Entertainment Areas with one system and for the Mixed Use Residential Area with another system. We anticipate that the Mixed Use Residential Area will ultimately be annexed into the City while the Studio, Business and Entertainment Areas will remain largely in the County.

In connection with the implementation of the Evolution Plan it is anticipated that the existing man-made water features that currently provide recycled water storage (Falls Lake, New Falls Lake and Upper Falls Lake) will be replaced with underground storage tanks and associated recycled water distribution lines within the Studio Area to serve the Studio, Business and Entertainment Areas. The new underground storage tanks would be sized to supply the recycled water demands of such Areas. It is currently projected that there will be up to ten underground storage tanks with a maximum size of 50,000 gallons for each individual tank, for a total storage capacity of up to approximately 500,000 gallons. We expect that the recycled water system for the Studio, Business and Entertainment Areas will be owned and maintained by NBC Universal as is the current recycled water system on the property.

In connection with the development of the proposed Mixed Use Residential Area, NBC Universal or the developer will design a new recycled water system as part of the back-bone utility system for the Mixed-Use Residential Area. This back-bone utility system will be constructed when the residential portion of the project is ultimately developed. The recycled water system for the Mixed-Use Residential Area will ultimately be owned, maintained and operated by the DWP, therefore, the components of the system will be constructed in accordance with DWP standard specifications (subject to applicable City and/or County requirements). NBC Universal will provide mutually satisfactory easements with reasonable access provisions to DWP to maintain the recycled water system in the Mixed-Use Residential Area.

The recycled water system in the Mixed-Use Residential Area would consist of an underground storage tank with an estimated 640,000 gallon capacity; any necessary associated hydropneumatic tanks, lift and/or water pump stations; a new 16 inch recycled water line from the existing DWP point of connec ion (west of NBCU building 9128 adjacent to the Los Angeles River Flood Control Channel) to the underground storage tank in the Mixed-Use Residential Area; and new water distribution lines from the underground storage tank to the irrigation and building connections in the Mixed-Use Residential Area (ranging from 6 to 12 inches). The 640,000 gallon capacity represents a supply of one peak day of storage for irrigation and dual plumbing in commercial buildings for the maximum development proposed in the Mixed-Use Residential Area under the Evolution Plan plus an additional 100,000 gallons. The actual size of the underground storage tank will be based on a calculation of the irrigation and dual plumbing supply needs for the actual permitted development in the Mixed-Use Residential Area. Pipe sizes may also change depending on a number of design criteria but would meet DWP requirements. Our current planning anticipates that the underground storage tank will be constructed upon completion of the initial grading for Open Space District 1. Open Space District 1 is shown on Attachment B. Since we do not know the date of the construction of the Mixed Use Residential Area we cannot provide for a specific date of construction for the recycled water system in that Area.

As I am sure you can appreciate, the ultimate design of the two systems will depend on a number of factors including the actual project approved by the City and County, the availability of committed recycled water quantities to serve the property, and the phasing of the Evolution Plan. We expect that the final requirements for the recycled water system will be included in the tentative tract map conditions for the property. In this manner the actual sizing of the various components of the systems can be worked out depending on the actual project approved by the City and County.

Further, NBC Universal continues to stand by its commitments stated in my July 8, 2008 letter to you regarding the Metro Universal station site development. As stated in that letter, NBC Universal agrees to work with Thomas Properties Group and DWP to identify a permanent alignment for the recycled water line connecting the existing recycled water line at the intersection of Forest Lawn Drive and Barham Boulevard to the proposed development at the Metro Universal station site on Lankershim Boulevard. As we discussed, a route through our core business areas is likely to be physically difficult given the density of existing structures and the existing infrastructure in those areas. It is our understanding that Thomas Properties Group

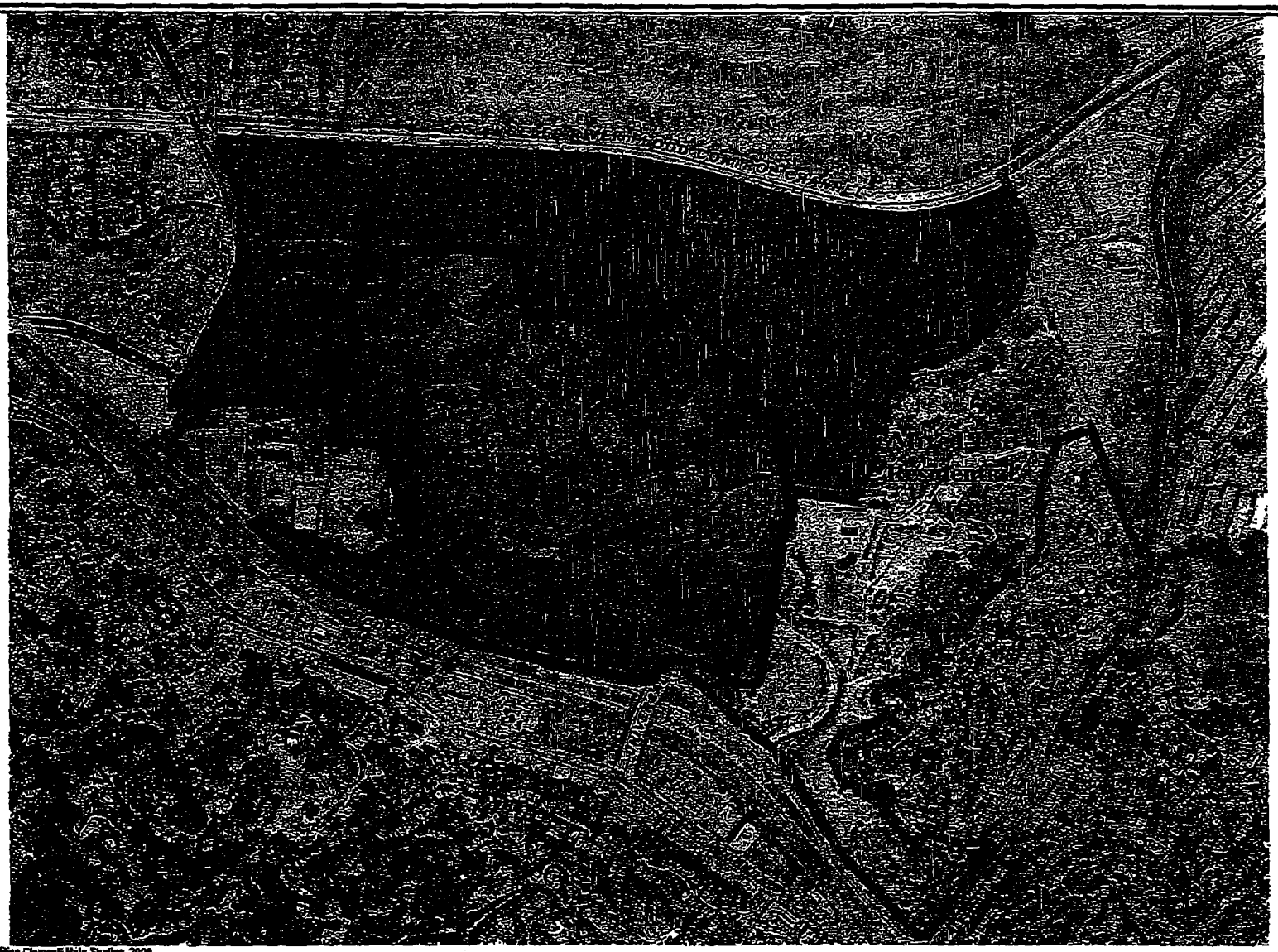
and DWP have identified a potential line that would traverse the proposed North-South road and Buddy Holly Drive. NBC Universal agrees to work with Thomas Properties Group and DWP on an expedited basis to determine if that route is mutually agreeable, or to identify another mutually agreeable route, agreement to which will not be unreasonably withheld.

Please be assured that NBC Universal is committed to using recycled water in connection with the incremental Evolution Plan development as has been done for the NBC Universal property as a whole for years.

If you have further questions regarding this matter, please feel free to call me at (818) 777-2561.

Sincerely,

Thomas G. Smith
Senior Vice President
NBCU West Coast Real Estate



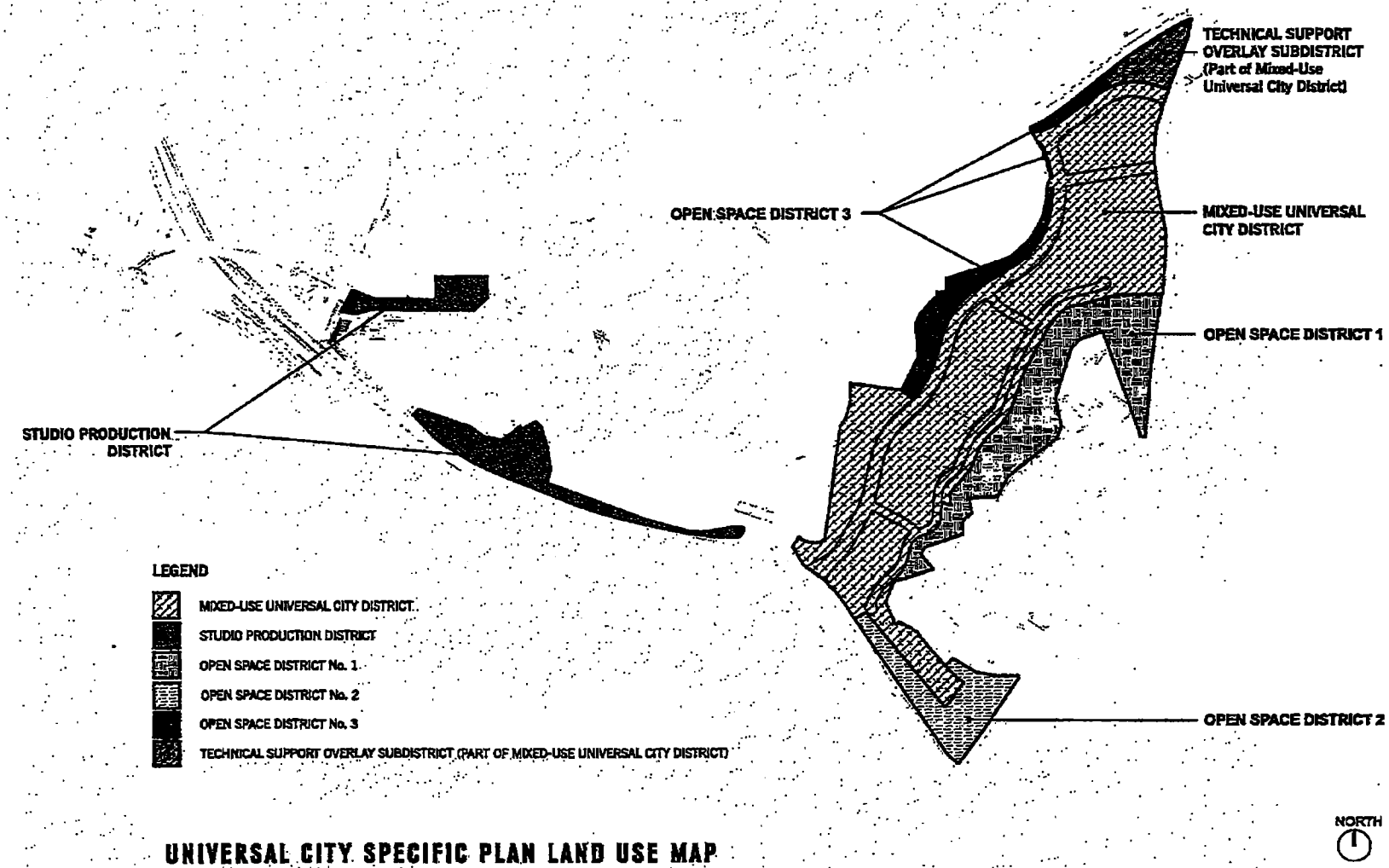
Source: Rios Clementi Hale Studios, 2008.

matrix environmental

Attachment A

NORTH

Proposed Development Areas



UNIVERSAL CITY SPECIFIC PLAN LAND USE MAP

Attachment B

New water rationing schedule for Los Angeles residents

Aug. 18, 2010 | KPCC wire services | KPCC

LADWP sprinkler rebate

The Los Angeles City Council gave final approval today to a new water rationing schedule that will let Department of Water and Power customers turn on their sprinklers three days a week.

Customers are currently allowed to irrigate their lawns for only up to 15 minutes on Mondays and Thursdays, before 9 in the morning or after 4 in the afternoon, because of the drought.

Under the new schedule, odd-numbered addresses will water Mondays, Wednesdays and Fridays, and even-numbered addresses Tuesdays, Thursdays and Sundays, before 9 and after 4 to minimize evaporation.

To further encourage customers to save water, the DWP intends to increase the rebate on water-conserving sprinkler nozzles to $8 per nozzle, which covers the price.

Related Stories

- LA's water rationing blamed in water main blowouts last summer, consultant says (4/13/2010)
- Los Angeles City Council to revisit water rationing rules (7/6/2010)
- New Water Rationing Schedule for L.A. Residents (7/22/2010)

CA/Local News

- Brown to cut education post, first lady's office
- Caltrans weighs options for fixing battered mountain road Highway 330
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- Second paramedic says Jackson doc denied giving singer medication

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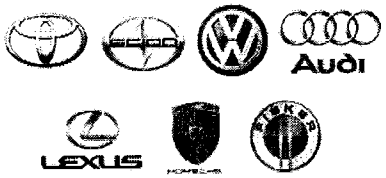

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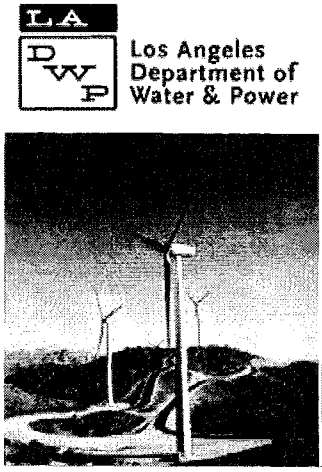

Los Angeles Department of Water & Power

WE'RE WORKING FOR L.A.!

SPOTLIGHT

Consumer Rebate Program
Effective Oct. 1, 2010 LADWP has increased rebate amounts for qualifying high efficiency central air conditioners, pool pumps and motors, dual pane Energy Star® windows, and recycling old refrigerators. (New rebate amounts will apply to purchases made after Sept. 30, 2010.)
More >

News
Here are the latest LADWP news and press releases, plus links to information for the media and hot topics affecting LADWP.
More >

Price, Reliability, and Quality

The Los Angeles Department of Water & Power, the nation's largest municipal utility, serving the water and electricity needs of the City of Los Angeles...
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If you have an odd-numbered address,
your watering days are
Mondays, Wednesdays and Fridays.
If you have an even-numbered address,
your watering days are
Tuesdays, Thursdays and Sundays.

LEARN MORE

Water Rates First Tier Allowance
Under Shortage Year Water Rates, first tier allotments are reduced by 15%. Customers can see their shortage year first tier water allotment by logging into their account or by calling 1-800-DIAL-DWP and using their CAN number from their bill to access their account information.

For information on the shortage year first tier water allowances (varies by customer class) go to: Water Rates or First Tier Charts for Single Dwelling Residential Units .

SPOTLIGHT

Urban Water Management Plan Workshop
Attend one of two community workshops scheduled for February 2011 to hear an overview of the LADWP Water System's strategic priorities and preview the draft 2010 Urban Water Management Plan.
More >

THE BOARD

The Board of Water and Power Commissioners establishes policy for LADWP. Board agendas and other information...
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- Consumer Rebate Program
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- Employment Opportunities
- Bids and RFPs
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Information for neighborhood councils, including notices of significant matters and proposed actions...
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APPENDIX U,

When Will Los Angeles Run Out of Water? Sooner Than You Think.

By Scott Thill, AlterNet. October 4, 2008.

L.A. has two options: Pray for rain, or suck off Northern California's supply. Guess which one it's going to try first?

Somewhere in sands of the desert

A shape with lion body and the head of a man

A gaze blank and pitiless as the sun

Is moving its slow thighs, while all about it

Reel shadows of the indignant desert birds.

-- William Butler Yeats, "The Second Coming""

Los Angeles has been sleeping far too long. But the question is not when will it wake, but rather what it will do once it does wake and realize the water is gone.

"We are way better than Third-World countries with no water supply," explains California Department of Water Resources drought coordinator Wendy Martin, "but it will take a significant change to keep ours."

Martin is speaking of California at large, but the science is in and the climate crisis isn't hard to figure out. [redacted] so that makes Los Angeles the state's parched [redacted] problem.

According to the *Los Angeles Times*, the state's water [redacted] nearly finished, which leaves California with two options: [redacted], or suck off Northern California's supply. Guess which one it's [redacted] try first?

If you guessed both, you're right. Indeed, California will revive a decades-old plan for a statewide water bank that will flow water to where it is needed most. Right now that means it flows from Northern California farmers and others to agencies in Southern California, whose citizens have lately been engaging in Option Two rather than studying

up on reality -- specifically, the geographical and environmental kind.

"We as a state entity looking out for the broader good," Department of Water Resources Director Lester Snow told the *Times*, "are not going to allow somebody to have 100 percent supplies and be hosing off sidewalks while a community has no fire protection and poor-quality water to drink."

He may not have mentioned Los Angeles by name, but anyone who has ever read *Day of the Locust* or seen "Chinatown" could tell you that Los Angeles has always been a managed fantasy. Like its redheaded stepchild Las Vegas, it's a consumption and recreation oasis in the desert running on Hollywood simulations and immigrant labor, which is to say distractions from its more geographical reality.

It has water on its beaches, but rarely anywhere else. For that, it has drained someone else's supply for centuries. Which brings us back to the future of Los Angeles, whose Sierra snowpack will likely evaporate under the weight of global warming's changed game.

With declining snowfall and earlier snowmelts, there is nothing Los Angeles can do but borrow someone else's water and get its hyperreal and hyperconsumptive act together. "Los Angeles doesn't treat water like it lives in a desert," explains Martin. "Our director made it clear that we would not impact Northern California so Southern California could wash off their driveways. People who are participating in the bank will have to be forced to change their behavior."

Behavior modification is the only way Los Angeles can extend, but not prevent, what some scientists are saying will be a permanent drought for not just the sunshine-and-noir metropolis but also for most, if not all, of the American Southwest. Sustainability exercises and policies will go a long way to mitigating the desert's reclamation of its lands from Hollywood and Hummers, but the Dust Bowl had nothing on what's coming to California. And it's coming to stay.

"I don't know what permanent drought even means," admits Martin. "We have recorded the history of water in California for over 100 years, and that's nothing. We don't know where we are at. But what permanent drought means to me is that if we are getting drier, then we need to change the way we use our water."

Martin suggests the usual no-brainers: Short showers, low-flow everything, no lawns, total conservation, and so on. But these are all

wonderful solutions in search of a population that cares. A recent sustainability forum attended by Los Angeles Mayor Antonio Villaraigosa, L.A. Department of Water and Power, Heal the Bay, and more was a wonderful outreach opportunity, with one all-important caveat: Attendance wasn't mandatory.

And therein lies California's problem, especially if it wants to prevent a NorCal/SoCal showdown over blue gold that could rewrite the state's borders. The drought that California, and especially Los Angeles, faces is a life-threatening crisis that has been treated like a cold. There is no corner of the city or state that it will not touch. If not treated immediately, it will start out as a serious pain in the ass, forcing citizens to alter their behavior and consumption with restrictive codes and financial penalties.

Then it will worsen, as the division between who gets water (the rich, the north) and who doesn't (the poor, the south) causes rampant itching and, as author Nathanael West predicted, lots of burning of lots of things.

Once malignant, it will force evacuations and realignments. By 2100, you will not recognize it. But even at this late date, I am watching the citizenry piss its water away, unaware of how it appeared in the first place. I see hybrids for sure, but also vacant mothers in empty Hummers.

I see water gushing into the gutters, carrying grime, toxins and other destructive chemicals into the sea, whose desalination remains one of Los Angeles' only playable cards on the hustler's table. I see extravagant lawns that are like gorgeously tended middle fingers to reality, which, like death and taxes always, has a way of winning in the end.

Most importantly, I see a public unready to accept the inevitable: That it lives in a desert, and that the desert is going dry with accelerating lethality. "I put this down to the myth of abundance that we all grew up with, coupled with a false First-World belief that technology can fix whatever goes wrong," says Maude Barlow, a water commodification and policy expert and the author of *Blue Gold* and Blue Covenant.

"We all learned long ago that water circles through the hydrologic cycle and we cannot destroy it, but this is patently false. Yet it is still held dear to our hearts. Now that the evidence is before our eyes, rather than changing our behavior, we trust that some modern

machine will take care of us. We simply cannot come to think of ourselves as just another species that must adapt or die."

The good news is that eventually the planet takes care of these decisions for us if we don't act on them. Sustainability options are available, from the no-brainers mentioned by Martin to more ambitious exercises in solar development, water conservation and onward.

As the planet changes, so may its people, who have survived droughts and ice ages with ingenuity and hardiness. Indeed, the science of conservation is on the cusp of a cultural breakthrough, and the only thing that can stop it is, say, America nuking Iran or electing someone who will only push it harder down its destructive path. Which is why it is imperative that the United States, and its slumbering cities, get on the same page.

"What we are starting to see, and the science is supporting it over time," adds Martin, "is that the weather patterns are shifting and the trajectory is upward on continued diminishment. What we do know is that, because of the depletion of the aquifers, it will take a gully-washer to just get us back to square one. But we still abuse the resource, and we can't afford to do that anymore. People need to understand the true value of water. What amazes me is that it doesn't take much effort to do the right thing."

And that doesn't just go for the people, but also the politicians they elect to represent their best interests. And right now, that means taking control of what's left of California's water. The state will have to sooner or later, unless it wants to leave life's necessities to the stock market.

"The situation is such that the state may have to take control eventually of its water resources as a public trust, and allocate on a priority basis," counsels Barlow. "Water for ecological health of the system first, for drinking water and restricted daily use for citizens, water for local food production, and water for commerce and export last. As for water trading, I warn people against allowing it to become controlled by private brokers."

But you can't commodify what you can't capture, and the public and the brokers that rip it off won't have gushing taps forever. Again, behavior modification will only postpone the inevitable. Eventually, Los Angeles will walk off into the sunset a desert reclaimed. Like other desert cities, it may survive the transformative upheaval, but it will

have to suck water from sand to stay alive in its current state. Water wasters might want to get to work on finding a new state. Of mind, if possible.

APPENDIX U2

YAHOO! FINANCE

The Ten Biggest American Cities That Are Running Out Of Water

Monday, November 1, 2010

provided by

By Charles B. Stockdale, Michael B. Sauter, Douglas A. McIntyre

Some parts of the United States have begun to run low on water. That is probably not much of a surprise to people who live in the arid parts of America that have had water shortages for decades or even centuries. No one who has been to the Badlands in South Dakota would expect to be able to grow crops there.

The water problem is worse than most people realize, particularly in several large cities which are occasionally low on water now and almost certainly face shortfalls in a few years. This is particularly true if the change in global weather patterns substantially alters rainfall amounts in some areas of the US.

24/7 Wall St. looked at an October 2010 report on water risk by environmental research and sustainability group Ceres. We also considered a comprehensive July 2010 report from the Natural Resources Defense Council, which mapped areas at high risk of water shortage conflict. 24/7 Wall St. also did its own analysis of water supply and consumption in America's largest cities, and focused on the thirty largest metropolitan areas. One goal was to identify potential conflicts in regions that might have disputed rights over large supplies of water and the battles that could arise from these disputes. And, 24/7 Wall St. examined geographic areas that have already been plagued by drought and water shortages off and on.

The analysis allowed us to choose ten cities that are likely to face severe shortages in the relatively near-term future. Some of these are likely to be obvious to the reader. The area around Los Angeles was once too dry to sustain the population of a huge city. But infrastructure was built that allowed water to be pumped in from east of the region. Las Vegas had similar problems. It was part of a great desert until Lake Mead was created by the Hoover Dam built on the Colorado River.

More from 24/7 Wall St.:

- Consumer Spending Remains Near Lows In October
- Brands That Will Disappear in 2011
- America's Biggest Companies, Then and Now

Severe droughts that could affect large cities are first a human problem. The competition for water could make life in some of America's largest cities nearly unbearable for residents. A number of industries rely on regular access to water. Some people would be out of work if these industries had poor prospects for continued operation. The other important trouble that very low water supplies creates is that cities have sold bonds based on their needs for infrastructure to move, clean and supply water. Credit ratings agencies may not have taken drought issues into account at the level that they should. Extreme disruptions of the water supply of any city would have severe financial consequences.

The Natural Resources Defense Council (NRDC) report takes the following into account when assessing the likelihood of water shortages: "The risk to water sustainability is based on the following criteria: (1) projected water demand as a share of available precipitation; (2) groundwater use as a share of projected available precipitation; (3) susceptibility to drought; (4) projected increase in freshwater withdrawals; and (5) projected increase in summer water deficit."

The ten cities on this list are the ones with the most acute exposure to problems that could cause large imbalances of water supply and demand. There are a number of metropolitan areas that could face similar problems but their risks are not quite as high. The water problem for U.S. cities is, although it may not be evident, one of the largest issues that faces urban areas over the next ten years.

These are the ten largest cities by population that have the greatest chance of running out of water.

10. Orlando, Fla.

Major Water Supply: Floridan Aquifer
Population (U.S. rank): 235,860 (80th)
Population Growth Rate: 26.8% since 2000
Average annual rainfall: 48.35 in.

North-central Florida, especially Orange County where Orlando is located, has experienced frequent droughts in the last decade. As a consequence, the area has implemented extreme conservation measures, including aggressive water-rationing policies and lawn-watering bans. After the drought and resulting wildfires subsided, however, Orlando faced another problem. As of 2013, Orlando will no longer be able to increase the rate at which it uses water from the Floridan aquifer, the city's main source of fresh water supply. This presents a major problem for city officials: how does the limited water supply continue to meet demand for one of the fastest-growing regions in the state? It is estimated that water usage in the Orlando area will increase from 526

million gallons per day in 1995 to 866 million in 2020. On the city website, the mayor is quoted, saying: "Orlando Utilities Commission water usage trends show Orlando water demand exceeding the supply by approximately 2014 if no action is taken." There are plans in the works to tap the St. John's River for irrigation, and eventually drinking water. Many, however, are skeptical that even this will be enough to meet Orlando's growing demand.

9. Atlanta

Major Water Supply: Lake Lanier, Ga.
Population (U.S. rank): 540,922 (33rd)
Population Growth Rate: 29.9% since 2000
Average annual rainfall: 50.2 in.

Between 2007 and 2008, the Southeast experienced a major drought, which depleted the region's major water supplies. No city in the south suffered more than Atlanta, the second -fastest-growing metropolitan area in the last eight years. The crisis began when the Army Corps of Engineers released more than 20 billion gallons of water from Lake Lanier, the city's primary source of water. Continued poor rainfall brought the lake to its lowest recorded levels. At one point, city officials reported there was only three months left of stored fresh water to supply Atlanta. The drought eventually subsided and consistent rain returned the lake to less dangerous levels. However, Atlanta may continue to be at risk, as the lake is the site of an ongoing legal conflict between Georgia, Alabama and Florida, all of which rely on the reservoir for fresh water. Last year, a federal judge declared Atlanta's withdrawals from the lake illegal, and if the ruling stands, the city will lose roughly 40% of its water supply by 2012.

8. Tucson, Ariz.

Major Water Supply: Local ground water
Population (U.S. rank): 543,000 (32nd)
Population Growth Rate: 20% since 2000
Average Annual Rainfall: 12.17 in.

The NRDC study rates Pima County, Ariz., where Tuscon is located, as an area with extreme risk of water shortage. The city is in the Sonoran Desert, an extremely arid region that receives less than 12 inches of rainfall each year. Currently, the Tucson region uses about 350,000 acre-feet of water per year. At this rate, Tucson's groundwater supply, which now provides the majority of the city's water, has a very limited life span. In addition to this, the city is currently bringing in 314,000 acre-feet per year from the Colorado River under the Central Arizona Project. However, Tuscon is growing rapidly. This, combined with the political uncertainty of the Central Arizona Project allocation, places Tucson at extreme risk for future water shortages.

7. Las Vegas

Major Water Supply: Lake Mead/Colorado River
Population (U.S. rank): 567,000 (28th)
Population Growth Rate: 18.6% since 2000
Average Annual Rainfall: 4.5 in.

In the middle of the Mojave Desert, with an annual precipitation rate of only 10 cm, Las Vegas must rely on distant sources for its fresh water. The city's main source is Lake Mead, which supplies 85% of the water used in the Las Vegas Valley. Unfortunately, the lake is 59% empty and is approaching its first water shortage ever. In addition to Las Vegas, it would affect other areas of Nevada and Arizona. Moreover, it could potentially stop the Hoover Dam from producing electricity -- as soon as 2013. This would affect many big California cities that receive hydroelectric power through the dam.

6. Fort Worth, Texas

Major Water Supply: Multiple
Population (U.S. rank): 727,577 (17th)
Population Growth Rate: 36.1% since 2000
Average annual rainfall: 34.01 inches

As Fort Worth continues to grow (its population is expected to hit 4.3 million by 2060), the amount of water demand has continued to exceed the amount of water available through local supply. As a result, the city, which is in Tarrant County, must rely on storage water, making the system much more exposed to the worst effects of prolonged drought. To remedy this problem, the Tarrant Regional Water District is trying to bring in more water from Oklahoma's Red River. Oklahoma, wishing to preserve its water sources, limits interstate water sales. Fort Worth has countered with a lawsuit, which is pending in the U.S. Court of Appeals.

5. San Francisco Bay Area

Major Water Supply: Various, including Lake Hetch Hetchy
Population (U.S. rank): San Francisco: 815,359 (12th), Oakland: 409,189 (44th), San Jose: 964,695 (10th)
Population Growth Rate: 20% since 2000
Average annual rainfall: 20.4 in.

Much like the Southeast in the early 2000's, California has experienced intermittent droughts that have brought the area's water supply to the brink of disaster. After several years of drought between 2005 and 2007, the Bay Area, which represents more than 3.7 million people, was forced to adopt aggressive water usage restrictions. Legal battles ensued between San Fransisco area legislators and those in the Sacramento delta who

believed they deserved Bay Area water from major sources, like Lake Hetch Hetchy. According to the NRDC and Ceres studies, the San Fransisco Bay Area, including adjacent cities San Jose and Oakland, are "very likely" to experience a severe crisis as a result of water shortage within the next 50 years.

4. San Antonio, Texas

Major Water Supply: Various ground water sources
Population (U.S. rank): 1,373,668 (7th)
Population Growth Rate: 20% since 2000
Average annual rainfall: 30.24 in.

Bexar County, Texas, where San Antonio is located, possesses the highest rating given by the Natural Resources Defense Council with regards to water sustainability. This means that the area is at extremely high risk for water demand exceeding supply by 2050 if no major systematic changes are made. As most surface water from lakes and rivers in Texas have already been claimed by varying districts across Texas, most counties are now looking at groundwater to meet future demand. San Antonio has attempted to secure water from a number of Texas groundwater conservation districts. Due to legal obstacles, this has proven to be difficult. Today, many experts, including members of the Texas Water Development Board, recommend undertaking a major project to ensure future sustainability, such as a desalination plant on the Gulf Coast.

3. Phoenix

Major Water Supply: Colorado River Basin
Population (U.S. rank): 1,593,659 (5th)
Population Growth Rate: 21.2% since 2000
Average annual rainfall: 8.3 in.

Like many of the other western cities on this list, Phoenix is extremely dependent on water imported from the Colorado River. This is because nearly half of the water the city's residents use comes from this significant source. As the Colorado River Basin enters the eleventh year of its drought, the city's reliance on the river may soon become a serious problem. If the drought continues, water deliveries to Arizona could potentially be cut back. To keep up a sufficient water supply, Phoenix is adopting an aggressive campaign to recycle water, replenish groundwater and try to dissuade over-consumption. Time will tell if it these measures will be enough.

2. Houston

Major Water Supply: Jasper Aquifer, Lake Houston, Lake Conroe
Population (U.S. rank): 2,257,926 (4th)
Population Growth Rate: 15.6% since 2000
Average annual rainfall: 53.34 inches

Throughout most of its history, the city of Houston primarily drew water from the Jasper Aquifer, located along the southeastern coast of Texas. Over the last 30 years, the city began to suffer from dramatic rises in sea level of nearly an inch a year. Geologists eventually realized that the cause was Houston's withdrawal of fresh water from the aquifer located under the city. This discovery forced city officials to use nearby Lake Houston and Lake Conroe for municipal water instead of the aquifer. Since 2000, Houston has been the fifth fastest-growing city in the country, and its presence in an area with high drought likelihood makes it an immediate risk for serious water shortages.

1. Los Angeles

Major Water Supply: Colorado River Basin
Population (U.S. rank): 3,831,868 (2nd)
Population Growth Rate: 3.7% since 2000
Average annual rainfall: 14.77 in.

In the 1980's, Los Angeles suffered a major crisis when the city was forced to stop using 40% of its drinking water due to industrial runoff contamination. Like Las Vegas, the city now relies on importing water from the Colorado River via hundreds of miles of aqueducts. The Colorado may only be a temporary solution, however, as the city continues to increase its demand at an unsustainable rate. In its utility risk rating, Ceres gave the Los Angeles Department of Water & Power the highest likelihood of risk among the cities it assessed. That list included Atlanta and the Forth Worth area. On top of this, the Hoover Dam, which is the main source of electricity for L.A. and much of the greater Southwest, is also producing at a lower rate than it has historically. Some scientists suspect this drop-off will continue to a point where its electricity production is too small to sustain the dam economically. Los Angeles, even if the dam doesn't cease production in 2013, as some predict, still faces serious water shortages.

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2,986 comments

Show: Newest First

Post a comment Comments 1 - 10 of 2986 First | Prev | Next | Last

Mary Wed Dec 22, 2010 08:03 pm EST | Report Abuse 0 0

People will realized water is so important in our daily life, pretty soon water will be expensive than gas. How can we survive without water. We complain gas is expensive this days, even worst if water will surpassed the price of gas....and this will happen in a matter of time

Reply

Mary Wed Dec 22, 2010 07:52 pm EST | Report Abuse 0 0

Pretty soon the water will be expensive than gas....its a matter of time.

Reply

Mark Sat Dec 04, 2010 12:49 pm EST | Report Abuse 0 1

Its called overpopulation! There are too many people and spreading them out still doesn't stop them from drinking. All immigration must be stopped in all countries and birth control measures need to be enacted to lower our population down to a respectable. The ones who call for continuous population growth are stupid, self centered idiots. Wake up people... We didn't have this problem back in the 50's when our population was 2 billion. Now its over 7.5 billion and we are realizing ALL resources are limited. Time to grow up and reduce our population.

Reply

Dr. Phil Thu Nov 25, 2010 12:34 pm EST | Report Abuse 0 2

I know....we'll ALL go back to where our ancestors came from and give the land back to the American Indians, who we took it from in the first place! Our karma is coming back to haunt us and you haven't even begun to see the beginning of these trends! And anyone who does not believe this does not spend much time researching what is happening.

Replies (1)

A Yahoo! User Wed Nov 24, 2010 03:50 pm EST | Report Abuse 5 3

Sending illegals back home would give not only our water & air a break but there'd be less traffic, less taxes, more jobs... it'd just be better for Americans all the way around.

Reply

A Yahoo! User Wed Nov 24, 2010 03:47 pm EST | Report Abuse 4 0

When will cities w/ ocean access learn to desalinate water? And, for Heaven's sake, do something to spread out populations. Not every freakin' person in the world can live in TX, let alone the US.

Replies (1)

P2010 Wed Nov 24, 2010 03:46 pm EST | Report Abuse 2 0

Odd that all but Atlanta & Orlando have large anchor baby populations. Orlando's catching up tho.

Reply

Pjb Wed Nov 24, 2010 02:32 pm EST | Report Abuse 5 1

Ft. Worth sits in the Barnett Shale, with numerous drill sites for natural gas. Each drill takes millions of gallons of fresh water, and the landscape in Tarrant County is peppered with them, not to mention surrounding areas. Gas drill sites have encroached into our neighborhoods ever closer as the gas companies strike regulation 'deals' with our cities. Not only is our fresh water supply being sucked up at a shocking rate, but the residual toxins

are likely poisoning what's left. Water rates have just gone up again, with restrictions on usage tightening. While I believe it is in our interest to conserve resources, that idea does not seem to apply to the natural gas companies in operation here. If we don't blow up from a rig gone wrong, we'll dry up from over usage. Water is the new gold, the new oil. A day will come when control over water will be the power big business and the conglomerates seek.

Reply

A Yahoo! User Thu Nov 18, 2010 08:58 pm EST | Report Abuse 0 2

Desalinization is a farce, Ge has been working on it for years, if it was as successful as they say this article would not even been written, because they the government or the big money private investors would be saying we can desalinate on large scale- which we cant- and they are not claiming this even though al gore and others are claiming that they can control the atmosphere. HaHaHa!!! Governments say the cost is to high even though we are talking about an element that sustains man kind. too costly????? so seeing that three quarters of the earth is covered in water and we cannot conquer it to save the human race how the hell can anyone believe that man can control the atmosphere and the Hoax global warming....

Replies (1)

A Yahoo! User Thu Nov 18, 2010 08:53 pm EST | Report Abuse 1 1

Desalinization is a farce, Ge has been working on it for years, if it was as successful as they say this article would not even been written. Governments say the cost is to high even though we are talking about an element that sustains man kind. too costly????? so seeing that three quarters of the earth is covered in water and we cannot conquer it to save the human race how the hell can anyone believe that man can control the atmosphere and the Hoax global warming?

Reply

Comments 1 - 10 of 2986 First | Prev | Next | Last

Lowered Expectations: The 2010 Urban Water Plan

print

WE'RE RUNNING OUT OF WATER

David Coffin

After decades of rosy water supply projections proclaiming a practically limitless supply, the new 2010 Urban Water Management Plan (UWMP) is coming to terms with a long overdue reality. Water supply hasn't grown as expected and isn't expected to grow substantially in the future.

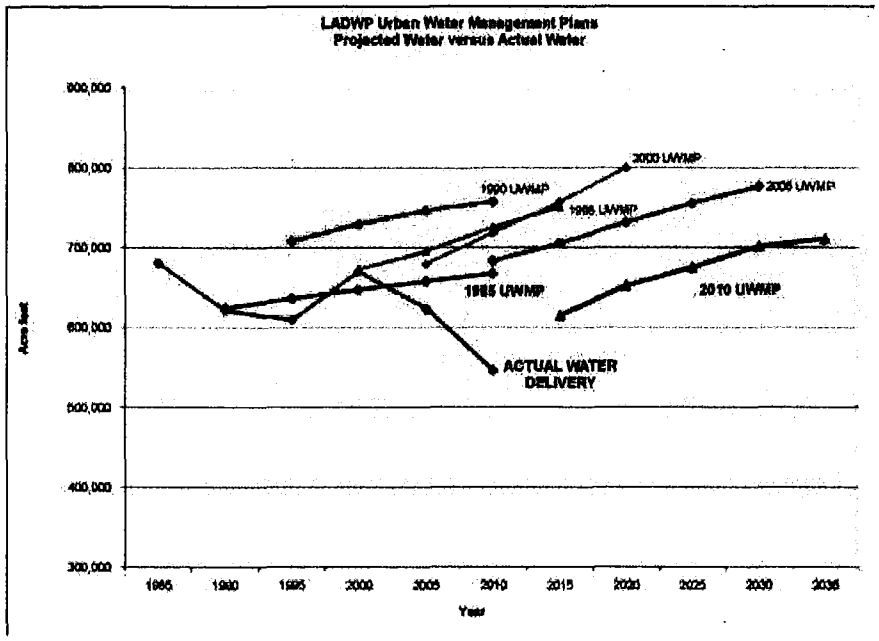
UWMP's in the past twenty-five years routinely offered plans that projected supplies well above 700,000 acre feet (AF) and in many years at or above 800,000 AF but actual deliveries realized by the LADWP were well under averaging only 630,000 AF per year between 1988 and 2010. The 2010 draft UWMP released January 13th profoundly lowers long term projections up to 13 percent for normal and single dry years and up to 18 percent for multiple dry years which are almost comparable to projections published back in 1985. Since then however UWMP plans from 1990 and 2005 cited exceptionally higher water supplies that were 20 percent higher than 1985 levels.

The city's UWMP is a detailed report describing LADWP's water infrastructure, its water sources, its current and future plans, and a projection of the next 25 years water supply. The UWMP is cited by the LADWP in their Water Supply Assessments (more on that later), and by city planners and developers when evaluating new housing projects. It's also cited by the city's planning department when elements of the General Plan are drawn up.

So why have projections dropped so dramatically?

In recent years there has been a growing contradiction between 'sufficient' water supplies regularly cited by planning documents for new developments, and the city's strong arm tactics to force residents into conserving.

This disparity has been leading people to ask the obvious questions: Do we or do we not have enough water to sufficiently supply the residents of Los Angeles? And if water supplies are tight as the city and water department says they are, why do we continually come to the conclusion in these assessments that there are sufficient supplies?



The answers can be found in the document used to base future water supply which is the UWMP.

Past UWMP's had far and away overestimated the water department's future projections which allowed high density development to proceed unabated. The reports overestimated how much groundwater would be available in future years; they failed to reduce those estimations by subtracting groundwater recharge using imported water purchased from Metropolitan Water Department (MWD) and they assumed that the MWD would bail them out in dry and multi-dry years if supplies were not met by local supplies and LA's own aqueduct system.

In recent years the UWMP was becoming an embarrassment. The absurdity of the previous UWMP's played out in almost comedic fashion when the projections did not meet real deliveries.

This was particularly true between 2000 and 2008 when housing production and new water connections to them rose sharply. The city council was forced to approve an emergency water conservation ordinance that limited landscape watering to Monday's and Thursdays and made it illegal to serve water in restaurants unless customers asked.

That was soon followed on nightly news with the mayor's introduction of the LADWP Drought Busters; LADWP employees who would be given the authority to enforce the city's strict ordinance by ticketing residents who watered on the wrong days.

In later months newscasts brought us dramatic videos almost nightly of water mains literally bursting at the seams and flooding streets throughout the city.

The folly continued until a panel of academics hired by the LADWP concluded that it was the ill-engineered ordinance limiting landscape water to two days a week that caused water mains to cycle between sudden high and low pressures and thus crack.

Then there is the damning evidence, the thirty years of data which demonstrated that for all the ink spent in past reports about increasing water supply through various schemes such as increased

storage, recycled water, capturing storm water runoff, the city's annual water deliveries would not break what has become the 700,000 AF glass ceiling.

Will the new 2010 Urban Water Management Plan's reserved assessment offer us some relief from the aggressive development that came with the overstated assessments we have saw over the last decade?
Perhaps, and then, perhaps not.

According to previous management plans, the UWMP "is only a guideline." The decision to provide water connections to new projects, thus manage growth is a political decision; and I might add that it's not the result of any calculation that considers both supply and demand. Given that, you won't find any new verbiage in the 2010 plan that protects the community by linking development to water supply, real or projected.

If there is any relief in sight it will probably have to be the result of political pressure or a court decision.
With far lower projections in this latest plan it would not be unreasonable for residents to expect, even demand a moratorium on new developments.

Water supply has dropped to dangerously low levels when projects were approved and built within the scope of the previous UWMP projections. The margin of safety is gone.

Officials can't keep ducking from reality and ignore the regions limits to water supply and then compound the problem by repeatedly approving new developments that consume more water. It's a one-way ticket to disaster.

(David Coffin is a long-time activist and an occasional contributor to CityWatch. He blogs at ***westchesterparents.org*** *and can be reached at* ***david@westchesterparents.org*** *)* -cw

CityWatch
Vol 9 Issue 7
Pub: Jan 25, 2011

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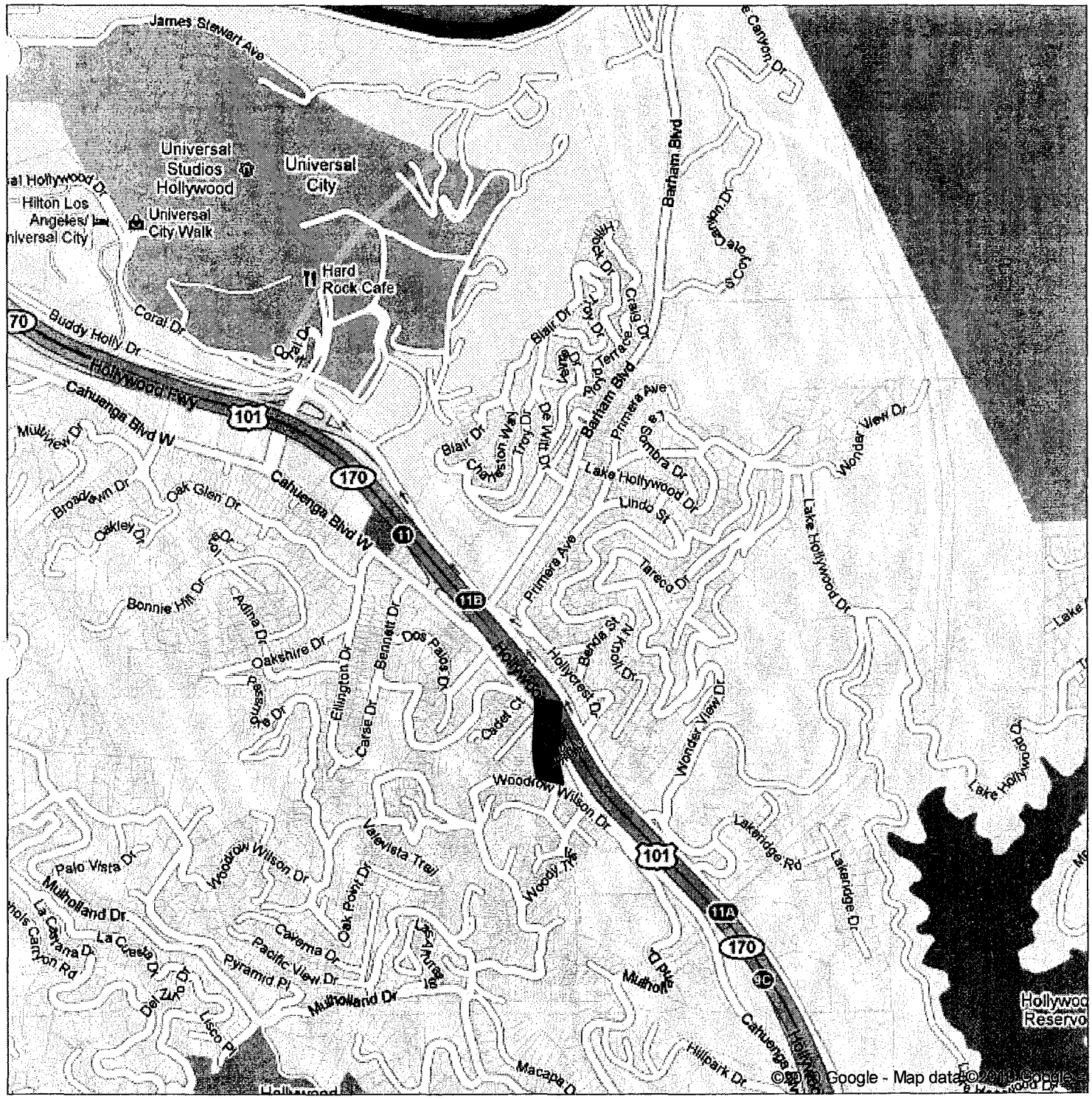
APPENDIX V

Google maps [redacted]



Google maps [redacted]

Google maps [redacted]

APPENDIX W

Los Angeles Unified School District

Facilities Services Division

DAVID L. BREWER III
Superintendent of Schools

JOSEPH A. MEHULA
Chief Executive, Facilities Services Division

JIM COWELL
Deputy Chief Executive, New Construction Branch

RENA S. PEREZ
Director, Master Planning and Demographics

[redacted]

TO: Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

FROM: Rena Perez, Director
Master Planning & Demographics

SUBJECT: Environmental Impact Report Information Requested for: *Universal City Vision Plan, 100 Universal City Plaza, Universal City, CA 91608*

Included please find two ***LAUSD Schools Enrollments and Capacities Reports*** for the schools that may be impacted by the development project(s) in question. These reports contain data on each school's current and projected capacities, enrollments, and school calendars, and are designed to address any questions pertaining to overcrowding and factors related to school capacity.

Please note the data in these reports *already take into account* portable classrooms on site, additions being built onto existing schools, student permits and transfers, specific educational programs running at the schools, and any other operational activities or educational programming that affects the capacities and enrollments of LAUSD's schools. [redacted]

Additional information can be found in LAUSD's 2007 "Strategic Execution Plan" at www.laschools.org/sep/, on LAUSD's Facilities main webpage at www.laschools.org/, or on LAUSD's general website, at www.lausd.net.

ATTACHMENTS

1. TWO LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES REPORTS
2. MAP SHOWING SCHOOL ATTENDANCE AREA BOUNDARIES & PROJECT LOCATION
3. BOUNDARY DESCRIPTIONS FOR SCHOOLS SERVING PROPOSED PROJECT
   Attendance area boundary descriptions for existing schools identified as serving the proposed project.

Sincerely,

Rena Perez, Director

1055 W. 7th St., 9th Floor, Los Angeles, CA 90017 • Mailing Address: P.O. Box 513307-1307, Los Angeles, CA 90017-2577 •Telephone (213)893-6850 •Fax (213)893-6851

YEAR ROUND FIGURES NO LONGER APPLY

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES - Report #1

PROJECT SERVED: Universal City Vision Plan, 100 Universal City Plaza, Universal City, CA 91608 (See Map).

[redacted]

(Enrollment & Capacities reflect data from School Year (SY) 2006-2007. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected in Future?
6288	RIO VISTA EL	1 TRK	477	344	407	133	No	416	293	123	No
8355	REED MS	3 TRK	2487	1754	2000	733	Yes	1695	1687	8	Yes
8607	EAST VALLEY SH	1 TRK	1800	927	761	873	No	1481	1430	51	No

Schools Planned to Relieve Known Overcrowding	13
East Valley Area New MS #1	1809

NO MORE TRACKS

DISCLAIMER: DATA ARE UPDATED ANNUALLY. SY 2007-2008 DATA WILL BECOME AVAILABLE AFTER DECEMBER 1ST 2007.

NOTES:

[1] School's ID code

[2] School's name (High schools listed include enrollments & capacities for all co-located programs at the high school site).

[3] The current calendar the school is operating on. Schools operate on a 'multi-track' calendar (listed as 3 TRK or 4 TRK), because of overcrowded conditions.

[4] School's current operating capacity, or the maximum number of students the school can serve while operating on its current calendar.

[5] The total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.
- -Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
- -A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including secondary-grades magnet students.

[7] Current seating overage or(shortage); equal to (current capacity) - (resident enrollment).

[8] Current overcrowding status of school. The school is currently overcrowded if any of these conditions exist:
- -School is currently on a multi-track calendar
- -There is currently a seating shortage
- -There is currently a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats

[9] The capacity the school will have after shifting to a 2-semester (1 TRK) calendar and implementing operational goals such as full-day kindergarten and class-size reduction.

[10] Projected 5-year total number of students living in the school's attendance area and who are eligible to attend the school. Includes secondary-grades magnet students.

[11] Projected seating overage or(shortage); equal to (projected capacity) - (projected enrollment).

[12] Projected overcrowding status of school. The school will be considered overcrowded in the future if any of these conditions exist:
- -School remains on a multi-track calendar.
- -There is a seating shortage in the future.
- -There is a seating overage of LESS THAN or EQUAL TO a 'safety margin' of 30 seats in the future.

[13] The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may other overcrowded schools not listed here that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools listed here.

* Charter School; Information on the school's current capacity is unavailable.

YEAR ROUND FIGURES NO LONGER APPLY

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES - Report #2

PROJECT SERVED: Universal City Vision Plan, 100 Universal City Plaza, Universal City, CA 91608 (See Map).

[redacted]

(Enrollment & Capacities reflect data from School Year (SY) 2006-2007. SEE DISCLAIMER BELOW.)

1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	Current seating overage/(shortage)	Overcrowded Now?	Projected Capacity	Projected Enrollment	Projected seating overage/(shortage)	Overcrowding Projected In Future?
7397	VALLEY VIEW EL	1 TRK	268	87	247	181	No	257	100	157	No
8038	BANCROFT MS	1 TRK	1702	1127	1346	575	No	1493	931	562	No
8693	HOLLYWOOD SH	3 TRK	3217	3125	3221	92	Yes	1856	3193	(1337)	Yes

Schools Planned to Relieve Known Overcrowding	13
Central LA Area New HS #1	2106
Hollywood New Continuation HS #1	162

DISCLAIMER: DATA ARE UPDATED ANNUALLY. SY 2007-2008 DATA WILL BECOME AVAILABLE AFTER DECEMBER 1ST 2007.

NOTES:

[1] School's ID code

[2] School's name (High schools listed include enrollments & capacities for all co-located programs at the high school site).

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- -Multi-track calendars are utilized as one method of providing relief to overcrowded schools by increasing enrollment capacities.
- -A key goal of the Superintendent and Board of Education is to return all schools to a traditional 2-semester calendar (1 TRK).

[6] The number of students actually attending the school now, including secondary-grades magnet students.

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- -There is a seating shortage in the future.
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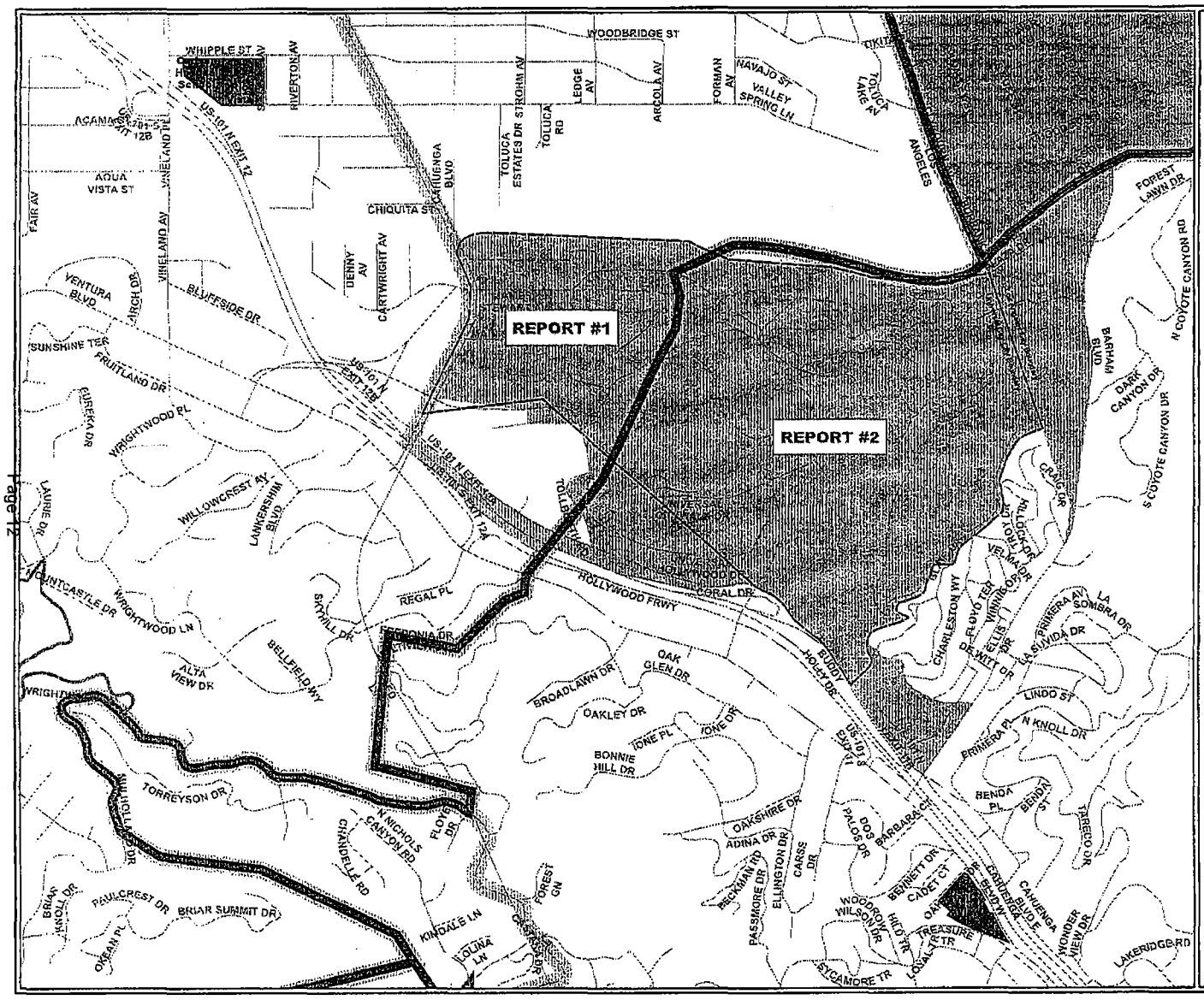
[13] The anticipated capacity of new schools planned for the area. While these new seats will help offset projected overcrowding at the existing schools listed in this report, there may other overcrowded schools not listed here that are also targeted to be relieved by these new schools. Therefore, it should not be assumed that these planned school capacities will be allocated solely towards offsetting overcrowding at the existing schools listed here.

* Charter School: Information on the school's current capacity is unavailable.



UNIVERSAL CITY VISION PLAN
Project Map

- Project Location
- LA City Boundary
- Elementary School *
- Planned New Elementary School †
- Middle School **
- Planned New Middle School †
- High School ***
- Planned New High School †
- Span School
- Planned New Span School
- Self Contained Magnet School Fill color indicates grade level
- Self Contained Charter School Fill color indicates grade level
- Area Outside of LAUSD Boundary
- Elementary School Level Attendance Boundary
- Middle School Level Attendance Boundary
- High School Level Attendance Boundary
- LAUSD Boundary

† Planned new school with site configuration indicates Board action has approved a preferred site and/or property is District owned.

All data displayed herein is current as of 2003-2004 school year, unless otherwise noted.

Prepared by:
Master Planning & Demographics
Facilities Services Division

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Produced on 8/2/2007

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 6288

SUBJECT: CORRECTION OF THE BOUNDARY DESCRIPTION FOR RIO VISTA SCHOOL EFFECTIVE JULY 1, 1996 (CORRECTED 8-15-96).

This correction of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1996.
The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 5)

CAMARILLO STREET * LANKERSHIM BOULEVARD * RIVERSIDE DRIVE * CAHUENGA BOULEVARD * MOORPARK STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES RIVER TO THE EXTENDED TERMINUS OF FORMAN AVENUE * A LINE SOUTHERLY FROM EXTENDED TERMINUS OF FORMAN AVENUE TO CAHUENGA BOULEVARD AT FREDONIA DRIVE * A LINE SOUTHERLY FROM CAHUENGA BOULEVARD AT FREDONIA DRIVE TO MULHOLLAND DRIVE AT FLOYE DRIVE (BOTH SIDES OF MULTIVIEW DRIVE EXCLUDED) * MULHOLLAND DRIVE * WRIGHTWOOD DRIVE * WRIGHTVIEW PLACE (BOTH SIDES) * A LINE NORTHERLY THROUGH THE INTERSECTIONS OF BERRY DRIVE AND LAURIE PLACE, AND BERRY DRIVE AND LAURIE DRIVE, THEN WEST OF BRILL DRIVE, TO SUNSHINE TERRACE AT TROPICAL DRIVE * TROPICAL DRIVE * VENTURA BOULEVARD * TUJUNGA AVENUE * MOORPARK AVENUE * BECK AVENUE * VENTURA FREEWAY * HOLLYWOOD FREEWAY.

OPTIONAL: RIO VISTA AND CARPENTER AVENUE SCHOOLS

MOORPARK AVENUE * TUJUNGA AVENUE * LOS ANGELES RIVER * BECK AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION:

School	Demographic and Boundary Unit
Heritage School	School Traffic and Safety Education Section
Pupil Statistics	Department of Transportation, City of L. A.
Transportation Branch	

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 7397

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR VALLEY VIEW SCHOOL EFFECTIVE SEPTEMBER 1, 1982 (CLARIFIED 9-20-95).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on September 1, 1982. (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES K - 6)

LOS ANGELES RIVER * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY TO THE EXTENSION OF CALIFORNIA STREET * A LINE SOUTHERLY THROUGH THE HOLLYWOOD RESERVOIR TO THE HOLLYWOOD FREEWAY AT ~~PILGRIMAGE BRIDGE~~ **VINE STREET** * HOLLYWOOD FREEWAY * A LINE SOUTHWESTERLY, INCLUDING BOTH SIDES OF MULHOLLAND DRIVE, TO THE INTERSECTION OF CASTILIAN DRIVE AND SENALDA ROAD * CASTILIAN DRIVE (BOTH SIDES) TO THE INTERSECTION OF CASTILIAN DRIVE AND OPORTO DRIVE * A LINE SOUTHWESTERLY, SOUTH OF MALAGA ROAD, THROUGH AND INCLUDING 2120 OUTPOST DRIVE TO THE EXTENSION OF LA BREA AVENUE * LA BREA AVENUE EXTENSION EAST OF RUNYON CANYON ROAD * A LINE WESTERLY SOUTH OF LARMAR ROAD THROUGH AND INCLUDING 2500 AND 2501 RUNYON CANYON ROAD * A LINE NORTHWESTERLY TO THE INTERSECTION OF NICHOLS CANYON ROAD AND LA CUESTA DRIVE * NICHOLS CANYON ROAD * WOODROW WILSON DRIVE * WESTBROOK AVENUE AND EXTENSION (BOTH SIDES) * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY, THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE, TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * A LINE NORTHERLY FROM MULHOLLAND DRIVE AT FLOYE DRIVE TO CAHUENGA BOULEVARD AT FREDONIA DRIVE, INCLUDING BOTH SIDES OF MULTIVIEW DRIVE * A LINE NORTHERLY FROM CAHUENGA BOULEVARD AT FREDONIA DRIVE TO THE LOS ANGELES RIVER AT THE TERMINUS OF FORMAN AVENUE.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-6181.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

DISTRIBUTION:

School	Demographic and Boundary Unit
Heritage School	School Traffic and Safety Education Section
Pupil Statistics	Department of Transportation, City of L. A.
Transportation Branch	

LOS ANGELES UNIFIED SCHOOL DISTRICT{PRIVATE }
Facilities Services Division

LOC. CODE: 8038

SUBJECT: UPDATE BOUNDARY DESCRIPTION FOR HUBERT HOWE BANCROFT MIDDLE SCHOOL EFFECTIVE SEPTEMBER 1, 1981 (UPDATED 7-1-1994; 7-1-1997; 7-1-2003; 7-1-2005) (CLARIFIED 10-7-1996).

Reconfiguration has changed the grade levels serviced by this school and the boundary description has been updated to reflect this change. This updating does not change the intent of the boundary as it was approved on September 1, 1981 (updated 7-1-1994, 7-1-1997, 7-1-2004; clarified 10-7-1996;). The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADE 6)

AREA I

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO WALK THROUGH BETWEEN WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * A LINE SOUTHERLY FROM WALK THROUGH AT WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE INCLUDING JOVENITA CANYON DRIVE, TO AND INCLUDING 8101 LAURELMONT DRIVE * A LINE SOUTHEASTERLY FROM AND INCLUDING 8100 LAURELMONT DRIVE, EAST OF LAUREL CANYON BOULEVARD AND ITS TRIBUTARY STREETS, TO THE INTERSECTION OF LAUREL CANYON BOULEVARD AND HONEY DRIVE * LAUREL CANYON BOULEVARD * A LINE SOUTHWESTERLY FROM THE INTERSECTION OF LAUREL CANYON BOULEVARD AND GOULD AVENUE, EXCLUDING CRESCENT HEIGHTS BOULEVARD, TO THE INTERSECTION OF YUCCA TRAIL AND GRAND VIEW DRIVE * GRAND VIEW DRIVE (BOTH SIDES) * MAGNOLIA DRIVE (BOTH SIDES) * COLE CREST DRIVE (BOTH SIDES) * McLEOD DRIVE (BOTH SIDES EXCLUDED) * SUNSET PLAZA DRIVE (BOTH SIDES) * CRESCENT DRIVE (BOTH SIDES) EXTENDED WESTERLY TO THE LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY, EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD, AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

AREA II

SUNSET BOULEVARD * HAVENHURST DRIVE * FOUNTAIN AVENUE * ORANGE GROVE AVENUE * SANTA MONICA BOULEVARD * LA BREA AVENUE * FOUNTAIN AVENUE * VINE STREET * ROSSMORE AVENUE * ROSEWOOD AVENUE AND EXTENSION * OAKWOOD AVENUE AND EXTENSION * ORLANDO AVENUE * ROSEWOOD AVENUE * LA CIENEGA BOULEVARD * MELROSE AVENUE * SAN VICENTE BOULEVARD (BOTH SIDES EXCLUDED) * SANTA MONICA BOULEVARD * OLIVE DRIVE.

(OVER)

(GRADES 7 - 8)

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO WALK THROUGH BETWEEN WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, THROUGH AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * A LINE FROM MULHOLLAND DRIVE AT FLOYE DRIVE TO CAHUENGA BOULEVARD AT FREDONIA DRIVE, INCLUDING BOTH SIDES OF MULTIVIEW DRIVE * A LINE FROM CAHUENGA BOULEVARD AT FREDONIA DRIVE TO THE LOS ANGELES RIVER AT TERMINUS OF FORMAN AVENUE * LOS ANGELES RIVER * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY TO TERMINUS OF CALIFORNIA STREET * A LINE SOUTHERLY THROUGH THE HOLLYWOOD RESERVOIR TO HOLLYWOOD FREEWAY AT VINE STREET * HOLLYWOOD FREEWAY * CAHUENGA BOULEVARD * HOLLYWOOD BOULEVARD * VINE STREET * ROSSMORE AVENUE * ROSEWOOD AVENUE AND EXTENSION * OAKWOOD AVENUE AND EXTENSION * ORLANDO AVENUE * ROSEWOOD AVENUE * LA CIENEGA BOULEVARD * MELROSE AVENUE * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY, EAST OF MEREDITH PLACE, ALTO CEDRO DRIVE, BRIARCREST ROAD AND BRIARCREST LANE TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, JR., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

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Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Information Technology Division

LOC. CODE: 8355

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR WALTER REED MIDDLE SCHOOL EFFECTIVE JULY 1, 1993 (UPDATED 7-1-96) (CLARIFIED 10-7-96).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on July 1, 1993 (updated 7-1-96). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This is an official copy for your file.

(GRADES 6 - 8)

OXNARD STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES RIVER * A LINE EXTENDED SOUTHWESTERLY FROM LOS ANGELES RIVER AT FORMAN AVENUE TO THE INTERSECTION OF CAHUENGA BOULEVARD AND FREDONIA DRIVE * A LINE EXTENDED SOUTHERLY, WEST OF MULTIVIEW DRIVE, TO MULHOLLAND DRIVE AT FLOYE DRIVE * MULHOLLAND DRIVE TO AND EXCLUDING 7950 MULHOLLAND DRIVE * A LINE EASTERLY, NORTH OF BRIAR SUMMIT DRIVE AND SOUTH OF CHANDELLE PLACE, THROUGH AND EXCLUDING 3050 AND 3051 CHANDELLE ROAD * NICHOLS CANYON ROAD (BOTH SIDES EXCLUDED) * WOODROW WILSON DRIVE AND CONTRIBUTING STREETS (BOTH SIDES EXCLUDED) THROUGH AND INCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE SOUTHWESTERLY, INCLUDING BOTH SIDES OF CARDWELL PLACE, ADA STREET, AND WOODSTOCK ROAD **TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * WOODSTOCK ROAD (BOTH SIDES) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * A LINE SOUTHWESTERLY FROM WOODSTOCK ROAD AT MOUNT OLYMPUS DRIVE (INCLUDING BOTH SIDES OF WILLOW GLEN ROAD,** LEICESTER DRIVE, AND THAMES STREET) TO THE INTERSECTION OF WILLOW GLEN ROAD AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO ELRITA DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES, INCLUDING ELRITA DRIVE, CORNETT DRIVE, AMOR ROAD AND LAUREL CANYON PLACE) TO THE INTERSECTION OF LAUREL CANYON BOULEVARD AND MULHOLLAND DRIVE * MULHOLLAND DRIVE TO THE INTERSECTION OF MULHOLLAND DRIVE AND COLDWATER CANYON AVENUE * A LINE NORTHERLY TO THE TERMINUS OF GOODLAND AVENUE * A LINE NORTHERLY TO THE INTERSECTION OF WHITSETT AVENUE AND LAUREL TERRACE DRIVE (EXCLUDING BOTH SIDES OF SUNSWEPT DRIVE AND VANETTA DRIVE) * WHITSETT AVENUE * BURBANK BOULEVARD * LAUREL CANYON BOULEVARD.

For assistance, please call Demographic and Boundary Unit, Information Technology Division, at (213) 625-5454.

APPROVED: JOHN K. NAGATA, Assistant Superintendent, Information Technology Division

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Transportation Branch

Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8693

SUBJECT: CLARIFICATION OF THE BOUNDARY DESCRIPTION FOR HOLLYWOOD SENIOR HIGH SCHOOL EFFECTIVE SEPTEMBER 1, 1982 (CLARIFIED 10-7-96; 6-27-05).

This clarification of the existing boundary description does not change the intent of the boundary as it was approved on September 1, 1982 (clarified 10-7-96). (Changes have been highlighted by "strikeout" and/or boldface type.) The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

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(GRADES 9 - 12)

A LINE FROM MULHOLLAND DRIVE AND FLOYE DRIVE WEST OF MULTIVIEW DRIVE THROUGH THE INTERSECTION OF FREDONIA DRIVE AND CAHUENGA BOULEVARD TO THE LOS ANGELES RIVER AT FORMAN AVENUE * LOS ANGELES RIVER * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * RIVERSIDE DRIVE TO ZOO DRIVE * A LINE SOUTHERLY FROM RIVERSIDE DRIVE AT ZOO DRIVE TO VERMONT AVENUE AT THE SOUTH BOUNDARY OF GRIFFITH PARK * GRIFFITH PARK BOUNDARY * FERN DELL DRIVE (BOTH SIDES) * LOS FELIZ BOULEVARD TO LAUGHLIN PARK DRIVE * LOS FELIZ BOULEVARD (BOTH SIDES EXCLUDED) * DE MILLE DRIVE (BOTH SIDES EXCLUDED) * KINGSLEY DRIVE AND EXTENSION * HOLLYWOOD BOULEVARD * NORMANDIE AVENUE * SUNSET BOULEVARD * EDGEMONT STREET * MONROE STREET * ALEXANDRIA AVENUE * MONROE STREET AND EXTENSION EXCLUDING 773 NORTH ALEXANDRIA AVENUE AND 826 NORTH MARIPOSA AVENUE * NORMANDIE AVENUE * MELROSE AVENUE * VAN NESS AVENUE * SANTA MONICA BOULEVARD * GREENACRE AVENUE * FOUNTAIN AVENUE * FULLER AVENUE * SUNSET BOULEVARD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * RUNYAN CANYON ROAD * MULHOLLAND DRIVE.

OPTIONAL: HOLLYWOOD AND FAIRFAX SENIOR HIGH SCHOOLS

MULHOLLAND DRIVE * LAUREL CANYON BOULEVARD (BOTH SIDES EXCLUDED, INCLUDING LAUREL CANYON PLACE, AMOR ROAD, CORNETT DRIVE, AND ELRITA DRIVE) TO THE INTERSECTION OF ELRITA DRIVE AND LAUREL CANYON BOULEVARD * LAUREL CANYON BOULEVARD TO WILLOW GLEN ROAD * A LINE EASTERLY AND NORTHERLY FROM LAUREL CANYON BOULEVARD AT WILLOW GLEN ROAD (EXCLUDING WILLOW GLEN ROAD, THAMES STREET, AND LEICESTER DRIVE) TO THE INTERSECTION OF WOODSTOCK ROAD AND MOUNT OLYMPUS DRIVE * WOODSTOCK ROAD (BOTH SIDES EXCLUDED) TO THE INTERSECTION OF WOODSTOCK ROAD AND WILLOW GLEN ROAD * A LINE NORTHERLY, EXCLUDING BOTH SIDES OF WOODSTOCK ROAD, ADA STREET, AND CARDWELL PLACE, TO AND EXCLUDING 7800 AND 7801 WOODROW WILSON DRIVE * A LINE EASTERLY

(OVER)

INCLUDING BOTH SIDES OF WOODROW WILSON DRIVE AND ITS CONTRIBUTING STREETS * NICHOLS CANYON ROAD (BOTH SIDES) * A LINE WESTERLY THROUGH AND INCLUDING 3050 AND 3051 CHANDELLE ROAD AND NORTH OF BRIAR SUMMIT DRIVE TO AND INCLUDING 7950 MULHOLLAND DRIVE * MULHOLLAND DRIVE * RUNYAN CANYON ROAD * VISTA STREET * HAWTHORN AVENUE * VISTA STREET * SUNSET BOULEVARD * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * A LINE NORTHERLY EAST OF **MEREDITH PLACE** ~~ALTO CEDRO DRIVE~~, **ALTO CEDRO DRIVE** ~~BRIARCREST LANE~~, BRIARCREST ROAD AND **BRIARCREST LANE** ~~MEREDITH PLACE~~ TO AND EXCLUDING 8600 MULHOLLAND DRIVE.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 633-7606.

APPROVED: JAMES A. McCONNELL, Jr., Chief Facilities Executive, Facilities Services Division

DISTRIBUTION:

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Transportation Branch	Department of Transportation, City of L. A.

LOS ANGELES UNIFIED SCHOOL DISTRICT
Facilities Services Division

LOC. CODE: 8607

SUBJECT: NEW SERVICE BOUNDARY DESCRIPTION FOR EAST VALLEY AREA NEW HIGH SCHOOL No. 1B EFFECTIVE JULY 1, 2006.

The area described below has been approved by the superintendent as the attendance area served by the above-mentioned school. The description starts at the most northwesterly corner and follows the streets in clockwise order. Boundaries are on the center of the street unless otherwise noted.

This boundary supersedes boundary effective (New School).

This is an official copy for your file.

(GRADES 9 - 10)

VALERIO STREET * LOS ANGELES UNIFIED SCHOOL DISTRICT BOUNDARY * LOS ANGELES RIVER * A LINE EXTENDED SOUTHWESTERLY FROM LOS ANGELES RIVER AT FORMAN AVENUE TO HOLLYWOOD FREEWAY * HOLLYWOOD FREEWAY * LANKERSHIM BOULEVARD * TUJUNGA AVENUE * ERWIN STREET * FAIR AVENUE AND EXTENSION.

For assistance, please call Master Planning & Demographics, Facilities Services Division, at (213) 893-6850.

APPROVED: JOSEPH A. MEHULA, Chief Facilities Executive, Facilities Services Division

DISTRIBUTION: School
Pupil Statistics
Transportation Branch
Master Planning and Demographics
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

From: "Renee Weitzer" <renee.weitzer@lacity.org>
Subject: Re: Evolution
Date: Wed, January 19, 2011 5:36 pm
To: lsarkin@scnc.info

Playa Vista EIR included a mitigation measure required by LAUSD, based on the size of the original project, to set aside a 4.0 acre site for a school.

LAUSD constructed the school after the $20 billion school construction bond was passed by the voters.

Hope that answers your question.

On Mon, Jan 17, 2011 at 4:38 PM, Lisa Sarkin <lsarkin@scnc.info> wrote:

> H Renee - Hope you had a nice day off.
>
> Are you able to get the following information for us - we heard that at Playa Vista the developer was required to build at least one school? If that is true, can you supply us with something written. We can find it no matter what we research.
>
> Thanks so much,
>
> Lisa Sarkin
> Studio City Neighborhood Council Board Member
> Chair - Land Use Committee
> SCNC (818) 655-5400 home office (818) 980-1010
> fax (818) 980-1011 cell (818) 439-1674

Attachments:

untitled-[1]	
Size:	0.8 k
Type:	text/plain

APPENDIX X

MASTER LAND USE PERMIT APPLICATION

LOS ANGELES CITY PLANNING DEPARTMENT

Planning Staff Use Only

ENV No.	Existing Zone		District Map
	Community Plan		Council District
Census Tract	APN	Staff Approval*	Date

**Approval for Filing by Community Planning or Division of Land Staff, When Applicable*

CASE NO. CPC-2007-251-GPA-ZC-SP; CPC-2007-252-AD; CPC-2007-253-DA; EIR NO. ENV-2007-254

APPLICATION TYPE GENERAL PLAN AMENDMENT/DESIGNATION (INCLUDING ESTABLISHMENT OF UNIVERSAL CITY SPECIFIC PLAN); SPECIFIC PLAN AMENDMENT TO MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN; ZONE CHANGE/DESIGNATION AND CODE AMENDMENT; DEVELOPMENT AGREEMENT AND PRE-ANNEXATION AGREEMENT

(zone change, variance, conditional use, tract/parcel map, specific plan exception, etc.)

1. PROJECT LOCATION AND SIZE

Street Address of Project 100 Universal City Plaza, Universal City, CA Zip Code 91608

Legal Description: Lot SEE ATTACHMENT A Block _____ Tract _____

Lot Dimensions _____ Lot Area (sq. ft.) _____ Total Project Size (sq. ft.) _____

2. PROJECT DESCRIPTION

Describe what is to be done: SEE ATTACHMENT B.

Present Use: _____ Proposed Use: _____

Plan Check No. (if available) _____ Date Filed: _____

Check all that apply: ☒ New Construction ☒ Change of Use ☒ Alterations ☒ Demolition

☒ Commercial ☒ Industrial ☒ Residential ☐ LEED Silver

Additions to the building: ☐ Rear ☐ Front ☐ Height ☐ Side Yard

No. of residential units: Existing _____ To be demolished _____ Adding _____ Total _____

3. ACTION(S) REQUESTED

Describe the requested entitlement which either authorizes actions **OR** grants a variance:

Code Section from which relief is requested: Code Section which authorizes relief:

SEE ATTACHMENT B.

Code Section from which relief is requested: Code Section which authorizes relief:

Code Section from which relief is requested: _____ Code Section which authorizes relief: _____

List related or pending case numbers relating to this site:

Tentative Tract Map Nos. 068564, 068566 and 069527 are being filed concurrently.

ATTACHMENT B

PROJECT DESCRIPTION
REQUESTED CITY OF LOS ANGELES ACTIONS

Project Location

The NBC Universal Evolution Plan property comprises approximately 391 acres (the "Project Site"), with approximately 95 acres located within the City of Los Angeles, and 296 acres in the unincorporated area of Los Angeles County. The Project Site is generally bounded by the Los Angeles River Flood Control Channel to the north, the Hollywood Freeway to the south (except for the southwest corner of the Project Site which abuts hotel and office towers), Barham Boulevard to the east (except in the area of the Hollywood Manor residential area), and Lankershim Boulevard and the Universal City Metro Red Line Station to the west. The Project Site has been extensively developed over the past 90 years, although the eastern area (the "Back Lot") is currently underdeveloped.

Currently, the portion of the Project Site within City jurisdiction involves several non-contiguous areas surrounding the County portion. The three primary areas of the Project Site currently within City jurisdiction, proceeding clockwise from the northeast, are: (1) approximately 40 acres at the northeastern corner of the Project Site along Barham Boulevard; (2) approximately 11 acres at the southeastern corner of the Project Site along Barham Boulevard and Buddy Holly Drive; and (3) approximately 40 acres along the southern and southwestern portion of the Project Site, adjacent to the Hollywood Freeway and hotel and office towers, which also includes Universal Hollywood Drive and a limited amount of frontage along the north side of Universal Hollywood Drive. The portion of the Project Site currently within County jurisdiction is a contiguous area encompassing most of the northern, central and western portions of the Project Site.

Requested Actions

The Applicant seeks the following discretionary actions from the City of Los Angeles:

- General Plan Amendment/Designation to Regional Commercial and adding Universal City Specific Plan (UCSP) as a corresponding zone;
- [redacted]
- Zone Change/Designation to Universal City Specific Plan (UCSP) and Code Amendment to add the Universal City Specific Plan (UCSP) zone;
- Establishment of the Universal City Specific Plan;
- Tentative Tract Maps for mixed-use development (residential and limited neighborhood commercial serving the residential development), including a range of residential types, small-lot subdivision and air space lots (with accompanying Design Guidelines), as well as production-related facilities and studio office uses in the western portion of the Project Site. The Tract Maps will include haul route permit and protected tree removal approvals;
- Development Agreement and Pre-Annexation Agreement;
- Establishment of Community Facilities/Mello-Roos Districts (acquisition and construction).

APPENDIX Y,

VENTURA-CAHUENGA BOULEVARD CORRIDOR

Specific Plan

Ordinance No. 166,560
Effective February 16, 1991

Amended by Ordinance No. 171,240
Effective September 25, 1996

Amended by Ordinance No. 174,052
Effective August 18, 2001

Specific Plan Procedures
Amended by Ordinance No. 173,455

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MAPS	Specific Plan Area
Section 1.	Establishment of Specific Plan
Section 2.	Purposes
Section 3.	Relationship to Other Provisions of the Los Angeles Municipal Code
Section 4.	Definitions
Section 5.	Prohibitions, Violations, Enforcement, Use Limitations and Restrictions, and Exemptions
Section 6.	Building Limitations
Section 7.	Land Use Regulations
Section 8.	Sign Regulations
Section 9.	Project Permit Compliance
Section 10.	Transportation Mitigation Standards and Procedures
Section 11.	Project Impact Assessment Fee
Section 12.	PIA Fee-Funded Improvements and Services
Section 13.	Prior Projects Permitted
Section 14.	Public Right-Of-Way Improvements
Section 15.	Plan Review
Section 16.	Alley Vacations
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Section 18.	Severability
Section 19.	Specific Plan Exceptions Exemption
Section 20.	Repeal of Existing Ventura/Cahuenga Corridor Specific Plan Ordinance

A Part of the General Plan - City of Los Angeles
www.lacity.org/Pln (General Plans)

VENTURA-CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

An ordinance amending the Ventura-Cahuenga Boulevard Corridor Specific Plan, for portions of the Sherman-Oaks-Studio City/Cahuenga Pass-Toluca Lake District Plan, the Encino-Tarzana District Plan, and the Canoga Park-Winnetka-Woodland Hills-West Hills District Plan.

WHEREAS, the Ventura/Cahuenga Boulevard Corridor Specific Plan is nine years old; and

WHEREAS, the policy language needs to be clarified and procedural changes necessitated by the new Charter require an amendment to effect those policies; and

WHEREAS, the Ventura-Cahuenga Boulevard Corridor is still experiencing serious traffic, transportation and density problems, which in a number of locations are classified as unacceptable, and after the slow pace of development during the recent recession, new development in the Corridor once again is developing beyond the capacity of the transportation infrastructure; and

WHEREAS, the amendments; expansion of pedestrian oriented areas; and designation of the Regionally Impacted Area, Pedestrian Development District and Restricted Use Area address the increase in traffic generated by increased development by encouraging pedestrian activity and minimizing multiple automobile trips; and

WHEREAS, historical approaches to building and financing transportation capital improvements no longer appear sufficient to meet the needs of the corridor. As a result new approaches, including restrictions on future developments, must be devised to ensure that Ventura Boulevard remains viable as the San Fernando Valley's premier commercial corridor; and

WHEREAS, the adoption and implementation of community streetscape plans will contribute to improving streetscape amenities as well as enhance the aesthetic atmosphere along the Ventura/Cahuenga Corridor while creating individual and distinct identities for the five communities within the Corridor; and

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. **ESTABLISHMENT OF SPECIFIC PLAN**

A. The Council hereby establishes the Ventura-Cahuenga Boulevard Corridor Specific Plan. The Corridor extends from Dry Canyon-Calabasas Flood Control Channel west of Woodlake Avenue to Woodrow Wilson Drive on the east as shown in Map 1. The Specific

Plan is applicable to that area of the City of Los Angeles that are highlighted on Maps 1 through 14.

B. As shown in Maps 1 through 14, the Ventura-Cahuenga Boulevard Corridor Specific Plan is divided into five major communities: (1) the Studio City/Cahuenga Pass Community (west of Woodrow Wilson Drive to Fulton Avenue), (2) the Sherman Oaks Community (Fulton Avenue to the San Diego Freeway), (3) the Encino Community (San Diego Freeway to Lindley Avenue), (4) the Tarzana Community (Lindley Avenue to Corbin Avenue), and (5) the Woodland Hills Community (Corbin Avenue to Dry Canyon-Calabasas Flood Control Channel, west of Woodlake Avenue).

C. The Pedestrian Oriented Areas (POA) within each of the five major communities are indicated on Exhibits A through G.

D. As shown in Maps 1 through 14, the Ventura-Cahuenga Boulevard Corridor Specific Plan utilizes three plan designations: (1) Regional Commercial; (2) Community Commercial, and (3) Neighborhood and General Commercial.

Section 2. **PURPOSES**

The purposes of this Specific Plan are as follows:

A. To assure that an equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor Specific Plan area.

B. To provide for an effective local circulation system of streets and alleys which is minimally impacted by the regional circulation system and reduces conflicts among motorists, pedestrians, and transit riders.

C. To provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

D. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

E. To provide a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.

F. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, lot coverage, and landscaping.

G. To enhance the plan area landscaping by providing guidelines and a process for a coordinated landscaping program of public and private property for the Specific Plan's communities.

H. To promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

I. To promote and enhance the distinct character of each of the five Specific Plan communities by establishing design guidelines and community development limitations.

J. To establish guidelines and a process for implementing Charter required amendments, regulatory controls, providing incentives, and funding mechanisms, and enforcement for the systematic execution of the policies and goals of the General Plan within the Specific Plan area.

K. To promote a high level of pedestrian activity in the Pedestrian Oriented Areas by regulating the placement of buildings and structures to accommodate outdoor dining and other ground level retail activity, as well as provide for attractive landscaping.

L. To provide community development limitations based on the community infrastructure's transportation capacity.

M. To preserve alleys, wherever possible, in the corridor to facilitate traffic flow.

N. To enhance Community Streetscape Plans by encouraging the undergrounding of utilities.

Section 3. **RELATIONSHIP TO OTHER PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE**

A. Relation To Los Angeles Municipal Code.

1. The regulations of the Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter I, as amended, and any other relevant ordinances and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter and other relevant ordinances, except as specifically provided here.

2. Wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

B. Procedures For Various Approval Related To The This Specific Plan. The procedures for the granting of an exception, Project Permit Compliance, Appeal, Modification of Permit Compliance, Project Permit Adjustment to and Interpretation of this Specific Plan are set forth in LAMC Section 11.5.7. In approving an exception to this

Specific Plan, pursuant to Section 11.5.7 F, the Area Planning Commission, and the City Council on appeal, may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. **DEFINITIONS**

The following words or phrases, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Sections 12.03, 91.0402 through 91.0423 and 91.6203.

A.M. PEAK HOUR: The one hour period of a weekday with the greatest average on-street traffic volume occurring during the hours of 7:00 A.M. to 10:00 P.M.

APPLICANT: Any person, as defined in LAMC Section 11.01, submitting an application for a building permit, demolition permit, excavation permit, foundation permit, grading permit or sign permit for a Project.

ASSESSMENT DISTRICT: For the purposes of this Specific Plan Ordinance, an area established within the boundaries of this Specific Plan by the City Council for the purpose of levying assessments on property owners within the area to fund certain improvements and activities as identified within this Specific Plan.

AUTO-RELATED USES: Auto-related uses for the purposes of this Specific Plan shall be defined as car washes, motor and/or recreational vehicle sales and/or rentals, maintenance, repair and accessory installation.

CITY BUILDING COST INDEX: An index for tracking the rate of inflation in building costs. For the purposes of this Specific Plan, that component of the index for the Los Angeles Metropolitan Area, published by Marshall and Swift relative to "metal frame and walls" will be used to define the City Building Cost Index. If for any reason, this Index ceases to be published, then a similar building cost index will be utilized.

COMMERCIAL FLOOR AREA: Floor area devoted to non-residential uses. Hotels and motels shall not be considered residential uses for purposes of this definition.

COMMUNITY COMMERCIAL PLAN DESIGNATION: A land use designation in the Community Plan which is a focal point for surrounding residential neighborhoods and containing a diversity of uses, such as small offices and overnight accommodations, cultural facilities, schools and libraries, in addition to neighborhood oriented services.

COMMUNITY PLAN(S): The adopted Community Plans for the Sherman Oaks-Studio City/Cahuenga Pass-Toluca Lake-Cahuenga Pass Community Plan area, the Encino-Tarzana Community Plan area, and the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area, which plans include all portions of the Ventura/Cahuenga Boulevard Corridor Specific Plan.

CONVENIENCE MARKET: A retail market, which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

COURT/COURTYARD: A space, open to the sky, located within three feet above or below curb level on a lot and bounded on three or more sides by walls of a building.

DRIVE-THROUGH CONVENIENCE PREMIUM: The fixed component of the Project Impact Assessment (PIA) Fee charged when Drive-Through Establishments are included in retail sales/service, restaurant, and bank use regardless of the number of ATM, teller, and service windows; and for gasoline stations regardless of the number of fueling positions. Convenience Markets are always charged this Drive-Through/ Convenience Premium.

DRIVE-THROUGH ESTABLISHMENT: Any establishment which dispenses food or services for consumption or use on or off the premises to an individual in a vehicle. These establishments may include, but are not limited to, restaurants, pharmacies, banks, and dry cleaners.

FLOOR AREA RATIO: A multiplier applied to the buildable area of a commercially or residentially zoned lot in order to determine the maximum allowable floor area of all buildings on a lot. The ratio is a calculation of the maximum allowable buildable floor area of all buildings to the total square footage of the lot.

FRONT YARD: The Front Yard shall be defined as the area of the lot facing Ventura or Cahuenga Boulevard between the front lot line and those portions of the building at ground level, exclusive of over-hangs or extensions. Where there is no established building line on Ventura or Cahuenga Boulevard, then the lot line contiguous with Sepulveda, Van Nuys, Reseda or Laurel Canyon Boulevards shall be deemed the front lot line.

GROUND FLOOR: The lowest story within a building that is accessible to the street, the floor level of which is within three feet above or below curb level, the frontage of which is on or is primarily facing any public street, and the depth of which is at least 50 feet or the total depth of the building, whichever is less.

IN LIEU CREDIT: A credit toward payment of the Project Impact Assessment Fee, pursuant to the provisions of Section 11 of this Specific Plan.

INTERIM CONTROL ORDINANCE (ICO) PROJECTS: Projects for which a covenant and agreement was recorded pursuant to the Ventura/Cahuenga Boulevard Interim Control Ordinance or preceding ordinances (Ordinance Nos. 165,290, 162,907, 160,406, 160,514 and 166,313).

LEVEL OF SERVICE (LOS): An indicator, designated "A" through "F," of the degree of traffic saturation of a lane segment or intersection. For purposes of this Specific Plan, "LOS" pertains to Level of Service at intersections, which is determined by the ratio of critical lane volume "V" to the intersection's capacity "C" or "V/C" ratio.

RESTRICTED USE AREA: The area identified on Map 2B bounded by both sides of Van Nuys Boulevard between Moorpark Street on the south and the Ventura (101) Freeway on the north.

SANDWICH SIGN: A portable sign consisting of two sign faces which connect at the top and extend outward at the bottom.

SHOPPING CENTER: A building or group of buildings on a lot or lots with 10,000 or more square feet of commercial retail uses and with more than one commercial retail use.

STRETCHERS: Replacement or enhancement of signs that exceed height and/or area of initially permitted sign face by the Department of Building and Safety.

SUPERGRAPHIC DISPLAY: A sign, consisting of an image projected onto a wall or printed on vinyl, mesh or other material with or without written text, supported and attached, to a wall by an adhesive and/or by using stranded cable and eye-bolts and/or other materials or methods, that does not comply with the provisions in LAMC Section 91.62.01, *et seq.*, relating to Wall Signs, Mural Signs, Off-Site Signs and Temporary Signs.

SUPERMARKET: A retail store with a floor area equal to or greater than 5,000 square feet, which sells an assortment of foods, as well as items for food preparation, household cleaning, and personal care.

TAKE-OUT FOOD ESTABLISHMENT: An establishment dispensing food for off-site consumption that has the following characteristics: (1) contains the space capacity to provide for no more than five seats; (2) provides no table orders or waiter-service; (3) provides no utensils, beverage, condiment, or other foodstuffs, except expressly as part of any order dispensed for off-site consumption; and (4) dispenses all food in disposable containers and/or wrapping.

TRAFFIC ASSESSMENT: The Department of Transportation's written determination of the likely traffic impacts resulting from the Project and its mitigation measures, considering the estimate of Project-generated trips, ambient growth, related developments, and levels of service at adjacent intersections.

TRAFFIC STUDY: A written report prepared at the Applicant's expense and submitted by the Applicant according to DOT's Traffic Study guidelines, discussing the traffic engineering investigation and analysis of Project-related traffic impacts, including recommendations to mitigate the traffic impacts, if any.

TRANSPORTATION DEMAND MANAGEMENT (TDM): A program promoting ridesharing and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

TRIP: An arrival at or a departure from a Project during the A.M. or P.M. peak hours by a motor vehicle as calculated by the Department of Transportation using the Trip generation formulas and/or table provided in technical references published by the Institute of Transportation Engineers

Phase I - 23,400,000 square feet;
Phase II - 27,898,000 square feet.

D. **Project Limitations Based On Commercial Floor Area For Phase I and Phase II.** In Phase I, no Project shall be permitted which would result in creating more than the cumulative total Commercial Floor Area in any community that exceeds the following limits:

ADDITIONAL FLOOR AREA ALLOCATIONS FOR EACH COMMUNITY AND CUMULATIVE TOTALS FOR EACH PHASE OF DEVELOPMENT

COMMUNITY	PHASE I ADDITIONAL FLOOR AREA (SF)	PHASE II ADDITIONAL FLOOR AREA (SF)
Studio City/Cahuenga Pass	728,351	797,185
Sherman Oaks	398,670	436,323
Encino	614,445	672,395
Tarzana	665,526	728,183
Woodland Hills	1,703,008	1,863,914
Subtotals:	4,110,000	4,498,000
Base Year Developed Floor Area	19,290,000	23,400,000
Cumulative Totals:	23,400,000	27,898,000

E. **Project Limitations Based on Traffic Impact.** When 4,110,000 square feet of additional Commercial Floor Area have been permitted in the entire Specific Plan area during Phase I and 12 of the intersections listed in Subsection F below are operating at the unacceptable Level of Service of E or F, as determined by the Department of Transportation, then each Project shall be limited to the Basic Development Rights as set forth in Subsection A of Section 6.

F. **Critical Intersections**: The following corridor intersections are critical intersections:

Studio City/ Cahuenga Pass

1. Barham Boulevard and Cahuenga Boulevard

2. 101 Ramps, Regal Place and Cahuenga Boulevard

3. Lankershim Boulevard and Ventura Boulevard

4. Vineland Avenue and Ventura Boulevard

5. Tujunga Avenue and Ventura Boulevard

6. Colfax Avenue and Ventura Boulevard

7. Laurel Canyon Boulevard and Ventura Boulevard

8. Coldwater Canyon Avenue and Ventura Boulevard

Sherman Oaks

9. Woodman Avenue and Ventura Boulevard

10. Beverly Glen Boulevard and Ventura Boulevard

11. Van Nuys Boulevard and Ventura Boulevard

12. Kester Boulevard (east and west jog) and Ventura Boulevard

13. Sepulveda Boulevard and Ventura Boulevard

Encino

14. 101/405 Ramps, Sherman Oaks Avenue and Ventura Boulevard

15. Hayvenhurst Avenue and Ventura Boulevard

16. Balboa Boulevard and Ventura Boulevard

17. White Oak Avenue and Ventura Boulevard

Tarzana

18. Lindley Avenue and Ventura Boulevard

19. Reseda Boulevard and Ventura Boulevard

20. Wilbur Avenue and Ventura Boulevard

21. Vanalden Avenue and Ventura Boulevard

22. Tampa Avenue and Ventura Boulevard

23. Corbin Avenue and Ventura Boulevard

Woodland Hills

24. Winnetka Avenue and Ventura Boulevard

25. Canoga Avenue and Ventura Boulevard

26. DeSoto Avenue and Ventura Boulevard

D. **Mitigation of Project-Related Traffic Impacts.** Prior to the issuance of a building permit, foundation permit, excavation permit or grading permit for a Project with significant traffic impacts as determined by the Department of Transportation, the Applicant, at his, her or its own expense, shall comply with the following regulations:

1. **Physical Transportation Improvements.** The Applicant shall implement or otherwise establish suitable guarantees to implement traffic and parking mitigation measures at adjacent intersections and streets, as determined by the Departments of Transportation and City Planning, including those street dedications as may be required.

2. **Transportation Demand Management Program.** The Applicant shall implement or otherwise establish suitable guarantees to implement a Transportation Demand Management (TDM) Program to reduce Project Trips as determined by the Departments of Transportation and City Planning according to the following requirements:

   a. **Preliminary TDM Plan.** Prior to the issuance of any building permit, demolition permit, excavation permit, foundation permit, grading permit, or sign permit, the Applicant shall submit a preliminary TDM Plan to the Department of Transportation. This Plan shall address the Project's unique characteristics and provide detailed measures to achieve and maintain an Average Vehicle Ridership (AVR) goal of at least 1.5, for all uses, except Shopping Centers and retail businesses, as defined in SCAQMD's Regulations within five years of the issuance of any temporary or permanent certificate of occupancy. The preliminary TDM Plan shall include the following elements:

      1. Building and site design to facilitate trip reduction such as convenient loading/unloading for high occupancy vehicles (HOV), on-site transit stops and bicycle rider facilities and preferential parking for car/vanpoolers.

      2. Consideration of establishment and participation in a Transportation Management Organization (TMO) that shall develop and implement ridesharing and Transportation Demand Management related activities within the Specific Plan area.

      3. Establish a rideshare coordinator and develop methods to provide ridesharing information and services to employees.

      4. Trip reduction incentives.

      5. Measures to enforce TDM on tenants, such as lease terms and conditions.

recommendation by the Director of Planning and the General Manager of the Department of Transportation.

B. **Findings For Use of Fund.** The funds collected as Project Impact Assessment Fees can be used for Community-wide or Corridor-wide improvements or services, listed in this section so long as the Director of Planning and the General Manager of the Department of Transportation jointly make the following findings:

1. The improvement or service to be funded will mitigate the cumulative adverse impacts of new development within the Plan area and the PRB has had review and its input was taken into consideration regarding the extent of the improvement and;

2. The improvement or service to be funded does not involve maintenance of existing facilities; and

3. The street improvement or service to be funded is made only to public streets and highways, not to private streets or alleys or state freeways.

4. The funding of transit programs includes only capital expenditures and not operating and maintenance expenditures.

C. **Phase I Improvements and Services.** The following are the Community-Wide and Corridor-Wide Improvements and Services proposed under Phase I of the Specific Plan program:

1. **Transit/TDM/TMO** - Local public transit, TDM programs, and TMO programs;

2. **Off street Parking** - Peripheral parking lots or structures to serve each of the five communities; and

3. **Intersection Improvements** - Right-of-way acquisition, intersection flaring and signal improvements at nineteen intersections as listed below. The Department of Transportation shall review intersection improvements on a case by case basis, and may do so with the assistance of the PRB:

Studio City /Cahuenga Pass

a. Lankershim Boulevard and Ventura Boulevard

b. Tujunga Avenue and Ventura Boulevard

Sherman Oaks

c. Woodman Avenue and Ventura Boulevard

d. Beverly Glen Boulevard and Ventura Boulevard

e. Kester Boulevard (West Jog) and Ventura Boulevard

[close]

SEARCH BY:

- Address
- Street Intersection
- Assessor Parcel No.
- PIN Number
- Legal Description
- MapSheet
- Case Number
- Community Plan Area
- Council District
- Certified Neighborhood Council

SEARCH BY INTERSECTION:

[redacted]

Enter First Street Name: [redacted]
Note: Do not use prefixes or suffixes
Example: For N Spring St enter 'spring'

Enter [redacted]me: [redacted]
Example: 'temple'

Click "GO" to start the search: GO

Table 17
Analyzed 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	[redacted]	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

APPENDIX Y-2

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
MATT EPSTEIN
BARBARA ROMERO
MICHAEL K. WOO
VACANT
VACANT

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

January 29, 2011

Jon Foreman – Senior City Planner

Case Number ENV-2007-254-EIR, Clearinghouse Number 2007071036
Project Location: 100 Universal City Plaza, Universal City, CA 91608

The Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board (PRB) is concerned that the NBC Universal Evolution Plan Draft Environmental Impact Report (DEIR) inadequately addresses issues relating to the Ventura/Cahuenga Boulevard Corridor Specific Plan. The proposed DEIR is in violation of the Ventura/Cahuenga Boulevard Corridor Specific Plan (VCBC Specific Plan) as follows:

Sign district 2C (Universal City Southern Entry Point sign) of the proposed Universal City Specific Plan in the DEIR violates the VCBC Specific Plan signage regulations. No exception has been requested. If such an exception is requested in the future, the signage, as proposed, will be opposed by the PRB.

Additionally:

- The DEIR specifies major regional traffic impacts that affect most if not all of the communities along the corridor without offering anything close to adequate mitigations.

- The DEIR suggests significant parking impacts but characterizes them as "less than significant." The PRB strongly disagrees with that characterization.

Until these issues are specifically addressed, the Ventura/Cahuenga Boulevard Corridor Specific PRB recommends the City and County oppose granting any discretionary approvals. We also recommend that no amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan be approved.

Approved unanimously* by the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board on January 13, 2011.

Kathy Delle Donne

Kathy Delle Donne, President
3rd Council District Appointee

Dennis DiBiase
3rd Council District Appointee

Diane Rosen
5th Council District Appointee

Gerald Silver
5th Council District Appointee

Craig Buck
2nd Council District Appointee

Bryce C. Lowery
4th Council District Appointee

Lisa Sarkin
2nd Council District Appointee

*Art Ginsburg was not present at January 13, 2011 meeting

APPENDIX Z

[redacted]

The residential area located west of Lankershim Boulevard consists of the City View Lofts, a multi-family residential development located along Lankershim Boulevard, and [redacted] consisting of single-family homes [redacted] Weddington Park (South) is located [redacted] Adverse physical land use impacts are not anticipated as Project development in this area of the Project Site would reflect existing on-site development patterns and would be separated from this area by the approximately 100-foot Lankershim Boulevard roadway. In addition, physical land use connections between the Project Site and the Island residential area are limited due to the intervening four-story City View Lofts as well as Weddington Park (South). Therefore, the proposed Project would not substantially and adversely change the existing physical land use relationships between the Project Site and this area, and would not disrupt, divide, or isolate this residential area. As such the proposed Project would have less than significant physical land use impacts with respect to this area.

(xii) Lakeside Golf Club

Future development along most of the northern Project Site boundary would be similar to existing on-site development in terms of existing land uses (studio and office) and building heights (up to approximately 75 feet). The primary increase in building heights and massing, as compared to existing conditions, would occur within the Mixed-Use Residential Area between the Los Angeles River Flood Control Channel and Lakeside Plaza Drive, where future building heights of 170 to 180 feet could provide a substantial increase above the existing four-story Lakeside Plaza structure. Nonetheless, the Los Angeles River Flood Control Channel would continue to serve to physically separate the Project Site from the Lakeside Golf Club such that, similar to existing conditions, land uses and activities within the northern portion of the Project Site under the proposed Project would not have a substantial adverse physical land use connection with the golf club. Based on this physical separation and because Project development would primarily reflect existing on- and off-site development patterns, the proposed Project would not substantially and adversely change the existing physical land use relationship between the Project Site and the Lakeside Golf Club and would not disrupt, divide, or isolate the existing Lakeside Golf Club. Therefore, the proposed Project would have a less than significant physical land use impact with respect to this private recreational facility.

(xiii) Toluca Estates Residential Area

Although the proposed Project may provide building massing greater than that of the existing homes within Toluca Estates, the Los Angeles River Flood Control Channel would continue to serve to physically separate the proposed Project Site from the southernmost homes in this residential area by a minimum distance of approximately 200 feet. In

APPENDIX BB

As shown on Table 30 on page 780, the Project is expected to generate a net total of 36,451 daily trips on a typical weekday, including approximately 3,069 morning peak hour trips and 3,623 afternoon peak hour trips before considering Transportation Demand Management program/transit credits. Accounting for a site-wide Transportation Demand Management program/transit credit of approximately 13.9 in the morning peak hour and 11.4 percent in daily trips and the afternoon peak hour, the Project Site is expected to generate a net increase of 28,108 daily trips on a typical weekday, including approximately 2,328 morning peak hour trips and 2,770 afternoon peak hour trips as shown in Table 36 on page [illegible]. The Transportation Demand Management program thus results in a decrease of 8,343 daily trips, including approximately 741 morning peak hour trips and 853 afternoon peak hour trips.

(2) Project-Related Roadway Improvements

(a) North-South Road

As part of the Project, a new roadway, "North-South Road", would be constructed. North-South Road would be connected between Lakeside Plaza Drive on the north and Buddy Holly Drive (the US 101 frontage road) on the south, thereby providing a north-south Modified Secondary Highway connection through the Project Site. The North-South Road would provide four travel lanes along its length during peak hours.

New signalized intersections would be added along North-South Road at Lakeside Plaza Drive, Buddy Holly Drive, and at approximately three to four additional intersections along the length of the roadway to provide access to the residential neighborhoods in the Mixed-Use Residential Area. A new system of modified hillside collector streets, local streets, and private driveways would be constructed in the Mixed-Use Residential Area to provide an integrated system of access and circulation streets.

The existing 'East-West' roadway reflected in the County's Master Plan of Highways would be removed from the Master Plan.

(b) Buddy Holly Drive

The Project proposes to improve Buddy Holly Drive between Universal Studios Boulevard/Universal Center Drive and Barham Boulevard to provide additional lanes of travel along the roadway. The roadway improvements can be divided into three distinct roadway segments: (1) Buddy Holly Drive between Barham Boulevard and the US 101 northbound off-ramp, (2) Buddy Holly Drive between the US 101 northbound off-ramp to the North-South Road, and (3) Buddy Holly Drive between the North-South Road and Universal Studios Boulevard/Universal Center Drive. The proposed intersection of North-South Road & Buddy Holly Drive and the proposed improvements to Buddy Holly Drive described below. Please refer to Figures 80A and 80B on pages 914 and 915.

Project Design Feature B-8: The Applicant or its successor shall pay for up to five changeable message signs (CMS) as part of the Hollywood Event Management infrastructure.

c. Mitigation Measures

(1) Sharing of Mitigation Measures

Certain of the Project's regional and sub-regional highway improvements, specific intersection improvements, signal controller upgrades and transit improvements, may be shared with the neighboring proposed Metro Universal project (Metro Universal – Related Project #65).

Construction of the proposed Metro Universal project if approved by the City of Los Angeles may begin prior to commencement of construction of the Project. In accordance with standard City of Los Angeles policy, the proposed Metro Universal project would be required to suitably guarantee the shared intersection improvements prior to building permit issuance as well as implement these improvements before issuance of a certificate of occupancy. Some of these improvements would improve the intersection operating condition beyond what is required to mitigate impacts from the proposed Metro Universal project alone. At such locations, subject to an agreement to share in the [illegible] improvement, the extra capacity credit would be available for the Project as mitigation. [illegible] Los Angeles Department of Transportation has agreed that the Applicant or its successor may enter into an agreement with the developer of the proposed Metro Universal project to share the extra capacity (excess mitigation credits). This excess credit would be available to the Project in exchange for providing reimbursement for a portion of the costs of the improvements to the proposed Metro Universal project. In the event that the proposed Metro Universal project is not approved or is delayed, the Project would pay the full implementation costs of these traffic improvements and be reimbursed by the proposed Metro Universal project if and when that project is built. Any remaining excess capacity or over-mitigation not utilized by the Project and the proposed Metro Universal project could be made available to other projects subject to share in on the cost of the improvements.

Conversely, if the Project is delayed and construction of the proposed Metro Universal project commences first, the proposed Metro Universal project would be required to implement the mitigation measures. The extra capacity credit would be made available to the Project on the basis of a fair-share financial participation in the improvement that would be implemented under a reimbursement agreement between the two parties.

APPENDIX CC

I. Introduction/Summary

A. Introduction

The Applicant, Universal City Studios LLLP, L.P., proposes the NBC Universal Evolution Plan (hereafter referred to as 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 is generally bounded by the Los Angeles River Flood Control Channel - Los Angeles County Flood Control District (hereafter referred to as 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 approximately two miles north of Hollywood and 10 miles northwest of downtown Los Angeles, in central Los Angeles County. The Project Site 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). The Hollywood area within the City of Los Angeles is located south of the Project Site, starting at the south end of the Cahuenga Pass. The City of Burbank is located generally to the northeast of the Project Site. The Project Site is shown in a regional and local context in Figures 1 and 2 on pages 2 and 3, respectively.

Future development across the Project Site would occur pursuant to two proposed Specific Plans, the proposed Universal City Specific Plan, which would guide future development within the portions of the Project Site located within the City of Los Angeles, and the proposed Universal Studios Specific Plan, which would guide future development within the portion of the Project Site located within unincorporated Los Angeles County. This Draft Environmental Impact Report (Draft EIR) analyzes the potential environmental effects of development pursuant to these two proposed Specific Plans, as well as the Applicant's requested General Plan Amendments, and all other related actions.

Under existing conditions, approximately 95 acres (24 percent) of the Project Site are located within the City of Los Angeles (the "City") and the remaining 296 acres (76 percent) are located within the unincorporated area of Los Angeles County (the "County"). The proposed Specific Plans reflect the proposed annexation and detachment of portions of the Project Site from the County's jurisdiction into the City, and from the City's

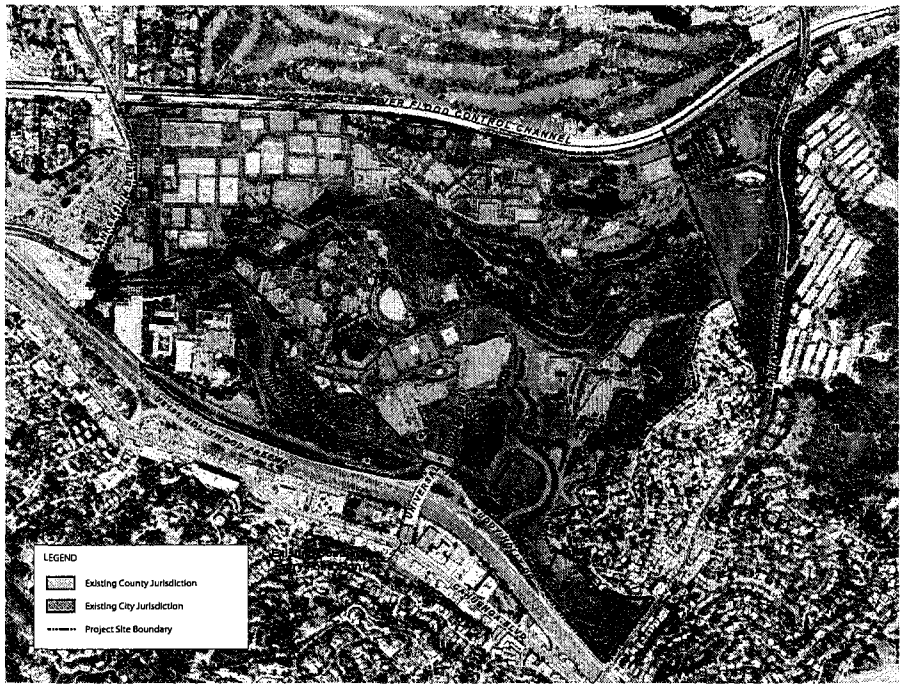
jurisdiction into the County. The proposed Project involves the annexation of approximately 76 acres (19 percent) of the Project Site from the County's jurisdiction into the City, and the detachment of approximately 32 acres (8 percent) of the Project Site from the City's jurisdiction into the County, for an overall net change of approximately 44 acres (11 percent) from the County to the City. Figure 3 on page 5 identifies those portions of the Project Site under City and County jurisdiction under existing conditions as well as under the proposed annexation and detachment actions.

The Project, as proposed, would include the development of approximately 1.83 million square feet of net new entertainment, studio, office, and related uses, which includes 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 would be constructed. Approximately 638,000 square feet of existing studio, office, and entertainment uses would be demolished as part of the Project, although the majority of existing on-site uses and facilities would remain.

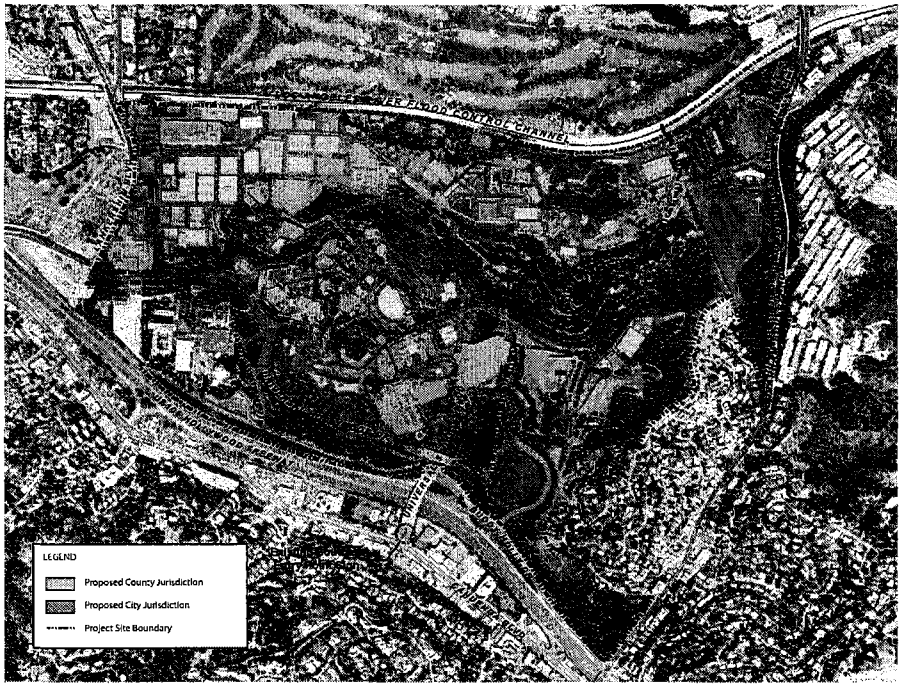
The proposed City and County Specific Plans provide a framework for the continued use and development of the Project Site. Specifically, the proposed Universal City Specific Plan would regulate the development of various studio production and commercial uses, as well as new residential dwelling units within the jurisdictional boundaries of the City. The proposed Universal Studios Specific Plan would regulate the enhancement of existing studio production facilities, entertainment facilities (Universal Studios Hollywood and Universal CityWalk) and new entertainment venues, hotel and office uses.

Adoption of the aforementioned proposed Specific Plans, along with other actions described in the Project Description of this Draft EIR (see Section II), requires approval by the City of Los Angeles and the County of Los Angeles. These requests for approval are actions requiring environmental review under the California Environmental Quality Act (CEQA). The City of Los Angeles Department of City Planning is acting as Lead Agency for the Draft EIR and for purposes of complying with CEQA. As Lead Agency, the City is responsible for the preparation and distribution of this Draft EIR. The County of Los Angeles serves as a responsible agency.

The City and the 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 is expected to act first on Project entitlements and thus the City shall be designated the Lead Agency pursuant to CEQA for the environmental review of the Project and the County shall be designated as a Responsible Agency. The Memorandum of Understanding further states that the City and the County shall work jointly and cooperate in the preparation of the EIR for the Project and



Existing Jurisdictional Boundaries



Proposed Jurisdictional Boundaries

Source: Rios Clementi Hale Studios, 2010.

matrix environmental

Figure 3
Aerial of Existing and Proposed Jurisdictional Boundaries

APPENDIX DD

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Resources | PUBLICATIONS

Title: MN Legal Alert: Court Invalidates EIR's Use of Post-Approval "Future" Baseline For Analysis [redacted]
Author(s): Amrit Kulkarni and Peter Hayes
Date: 2010-12-23

Summary:

Court Invalidates EIR's Use of Post-Approval "Future" Baseline For Analysis of Project Impacts

[redacted] The California Court of Appeal, Sixth District, has ruled that an Environmental Impact Report ("EIR") may not compare impacts to a baseline consisting of projected future conditions when the project is expected to be complete. The ruling, in *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council*, is important, since comparison to a "future" baseline had become a widespread "industry practice," particularly for analysis of traffic and circulation impacts.

The City of Sunnyvale prepared an EIR for the proposed Mary Avenue Extension, consisting of a new bridge to be constructed over two freeways and light rail tracks. [redacted] The EIR's baseline included future traffic levels based on build-out under the City general plan, along with numerous roadway improvements planned to be in place by 2020. In response to comments criticizing the traffic analysis, city staff reported that it had been prepared consistent with impact-analysis guidelines of the Santa Clara Valley Transportation Authority, as part of that Authority's responsibilities under the state's Congestion Management Law.

In court, the petitioners attacked use of a future baseline. The petitioners cited [redacted] which requires an EIR to describe physical environmental conditions in the vicinity of a project "as they exist at the time the notice of preparation [of the EIR] is published or . . . , at the time environmental analysis is commenced, . . ." and which further provides that "[t]his environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."

[redacted] *Committee v. Monterey County Board of Supervisors* [redacted] Cal.App.4th 99, which the City argued gave it discretion to use a future baseline. In *Save Our Peninsula*, the court had stated that ". . . where the issue involves an impact on traffic levels, the EIR might necessarily take into account the normal increase in traffic over time. Since the environmental review process can take a number of years, traffic levels as of the time the project is approved may be a more accurate representation of the existing baseline against which to measure the impact of the project." (Id. at 125 – 126.) Some agencies and legal practitioners had interpreted *Save Our Peninsula* to allow an agency with knowledge that environmental conditions would either improve or degrade by the time a project is constructed to select a future baseline, so long as the agency was careful to summarize the evidence supporting its selection of the future baseline.

Sunnyvale West Neighborhood Assn significantly narrows that interpretation. The decision acknowledges that the California Supreme Court, in *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310, endorsed *Save Our Peninsula*'s holding. But *Sunnyvale West Neighborhood Assn* further notes that the Supreme Court "never sanctioned the use of predicted conditions on a date subsequent to EIR certification or project approval as the 'baseline' for assessing a project's environmental consequences." [redacted]

Sunnyvale West Neighborhood further holds that use of a post-approval future baseline is a "failure to proceed in a manner required by law," and that agencies lack discretion to select such a baseline, regardless of whether they determine that a post-approval future baseline is supported by "substantial evidence." The decision alternatively holds that, even if the City had possessed discretion to select a post-approval future baseline, the Santa Clara Valley Transportation Authority guidelines for traffic impact analysis under the Congestion Management Act would not provide an adequate basis for selecting a post-approval future baseline under CEQA. Finally, the court rejected an argument that the EIR's use of a future baseline consisting of traffic conditions expected to be much worse than presently exist resulted in a "more conservative and realistic" impact assessment and was, therefore, not reversible "prejudicial" error. The court, after acknowledging that this argument had "some surface appeal," held that use of a post-approval future baseline improperly "obscures the existence and severity of adverse impacts that would be attributable solely to the project under the existing conditions without the other assumed roadway improvements."

Sunnyvale West Neighborhood does not rule out discussion of foreseeable changes and future conditions in an EIR, and notes that such discussion may be necessary to compliance with CEQA – for example, in discussion of cumulative impacts or the "no project" alternative. Nevertheless, the decision emphasizes the primacy of comparison to an "existing conditions" baseline. [redacted]

Meyers Nave's Land Use Group provides advice on local land use, subdivision, zoning, environmental impact reviews and CEQA issues. For more information about the Group, or the legal issues discussed in this alert, contact Amrit Kulkarni or Peter Hayes at 800.464.3559.

click here for full text

Related Attorneys:
Kulkarni, Amrit
Hayes, Peter

Related Areas of Law:
Land Use & Environmental Law
Environmental Law

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From: jbech@earthlink.net
Subject: LEED controversy
Date: Wed, October 20, 2010 10:25 am
To: "Lisa Sarkin" <lsarkin@scnc.info>
Cc: "Jon Brouse" <jon@jonbrouseaia.com>

---

lisa

thought you might be interested:
Suit charges USGBC with fraud, false advertising, RICO violations [redacted]
Henry Gifford, a Manhattan building energy consultant and outspoken critic of LEED, has filed suit against the [redacted] action status and alleging fraud, false advertising, antitrust, and RICO violations. Gifford claims the [redacted] and that the LEED Accredited Professional credential is worthless. The USGBC says it does not comment on pending lawsuits.
Read More: http://www.sgc-ecms.com/ecms/redirect.cfm?LID=351329&SID=2923427

[this is what some of us have been saying in the architectural field for some time now, as to wether or not public policy / requirements should be based on LEED specifically. i have been a proponent of good architecture [sustainable building practices] for over 20 years, but believe that all LEED currently does is add an extra charge / bureaucracy to my clients without the guarantee that the building will be more energy efficient or better for the environment through the use of LEED qualified materials.]

best regards
[illegible]

Attachments:

untitled-[1]	
Size:	1.2 k
Type:	text/plain

APPENDIX EE

Table 192 (Continued)
Comparison of the Project to the Applicable Housing Goals and Policies of the City of Los Angeles General Plan Framework and 1998-2005 Housing Element

General Plan Policies	Analysis of Project Consistency
Goal 8: Housing, jobs, and services in mutual proximity.	**Compatible:** The Project includes a mix of neighborhood -serving retail uses, residential and community facilities in proximity to one another.
[redacted]	[redacted]
A distribution of housing opportunities by type and cost for all residents of the City.	**Compatible:** The Project's 2,937 new multi-family units would contribute to meeting the City's overall housing needs for both ownership and rental housing. Based on current planning forecasts, the Project would provide approximately 60 percent ownership units (approximately 1,760 condominiums and townhomes) and 40 percent renter-occupied units (approximately 1,175 rentals). As noted above, although the Project's specific unit pricing has not been established at this time, the Applicant is considering providing a range of housing opportunities including work force housing (i.e., rentals at 200 percent of area median income). This may not, however, accommodate households in the lowest income categories.
General Plan Housing Element (1998-2005) Objectives	
Encourage production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs.	**Compatible:** The Project's 2,937 new multi-family units would contribute to meeting the City's overall housing needs for both ownership and rental housing. Based on current planning forecasts, the Project would provide approximately 60 percent ownership units (approximately 1,760 condominiums and townhomes) and 40 percent renter-occupied units (approximately 1,175 rentals). As noted above, although the Project's specific unit pricing has not been established at this time, the Applicant is considering providing a range of housing opportunities including work force housing (i.e., rentals at 200 percent of area median income). This may not, however, accommodate households in the lowest income categories.
Encourage the provision of housing with support services for persons with special needs (e.g., homeless, mental or physical disability, elderly, large families, and persons living with HIV/AIDS).	**Compatible:** While the Project is not specifically planned to accommodate special needs housing, it should be noted that such households would not be prevented from occupying housing units.
Promote housing strategies which enhance neighborhood safety and sustainability, and provide for adequate population, development, and infrastructure and service capabilities within the City and each community plan area, or other pertinent	**Compatible:** The Project involves preparation and approval of a proposed Specific Plan and this EIR through which the Project's land uses, infrastructure, and services would all be specified and coordinated. The design of the Mixed-Use Residential Area includes a range of unit types and neighborhood-serving retail uses, and community facilities, which would be designed with attention to

APPENDIX FF

[redacted]

Shadows cast by the same building during the summer solstice are shorter than during the winter solstice, and oriented at a greater number of degrees from true north, due to the higher angle of the sun during the summer season.

This section of the Draft Environmental Impact Report (EIR) assesses the shading impacts of the Project Site under both existing conditions and proposed Project development. The analysis addresses existing shading conditions on surrounding uses as a result of existing on-site buildings and certain prominent off-site buildings that cast shadows in areas where Project shadows are also likely to occur. The analytical approach is conservative in that it evaluates the shade impact of the Height Zones and Height Exception areas as if they were fully built out with maximum development at the respective height zones rather than evaluating individual building envelopes as shown in the conceptual plan. The maximum development evaluated uses the maximum development footprint for conservative illustrative purposes only, as buildings may be located anywhere within the respective Height Zone, as permitted. As described further in the Methodology discussion of this Draft EIR section, the total permitted development on the Project Site would be substantially less than the full build-out of the Height Zones. Th[redacted] im[redacted] proposed Project, fewer shadows would actually occur than are shown by this [redacted]s.

Shadow patterns have been calculated and diagrammed for the following periods:

Season	Date	Time of Day
[redacted]	[redacted] December 22	9:00 A.M. to 3:00 P.M.
[redacted]	March 22	[redacted] M.
[redacted]	June 22	9:00 A.M. to [redacted]
[redacted]	September 22	9:00 A.M. [redacted] P.M.

These periods were selected per the City of Los Angeles CEQA Thresholds Guide (2006) and represent the portion of the day during which shading would be expected to be of concern to most people. Collectively, the seasonal shadow patterns define an annual shadow pattern that can be attributed to existing buildings and development permitted under the development Height Zones and Height Exception areas set forth by the proposed City and County Specific Plans. Although the daily periods for each season vary, each bears an approximately equal relationship to the total period of sunlight for the respective day.

S[redacted] analysis have been diagrammed for "morning" (9:00 A.M.), "midday" (1[redacted] winter and spring or 1:00 P.M. in summer and fall) [redacted].

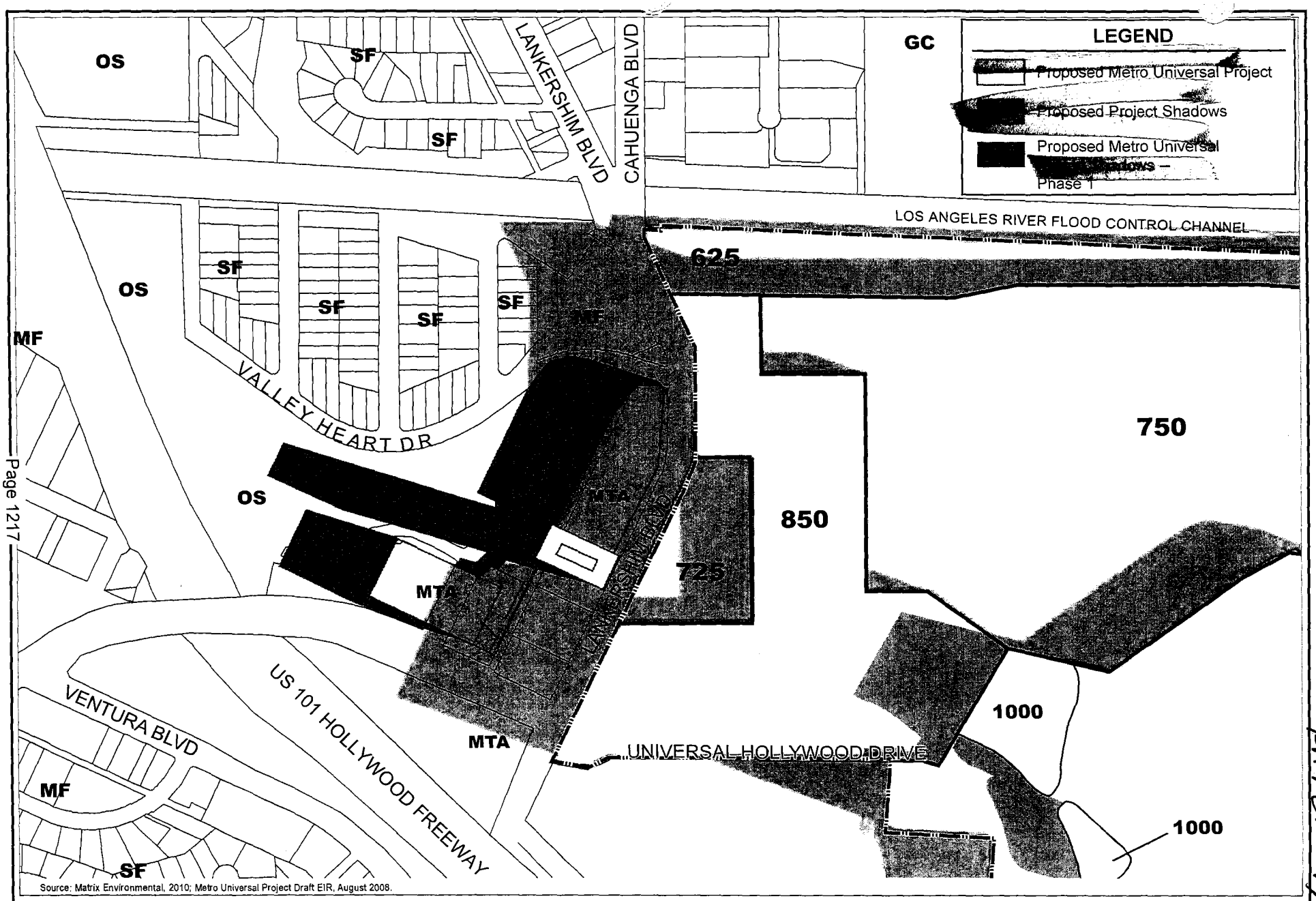
[redacted]

Routinely usable outdoor spaces associated with residential, recreational (parks and historical sites), institutional (schools, convalescent hospitals, etc.), and certain commercial uses (pedestrian-oriented outdoor spaces, restaurants with outdoor eating spaces, nurseries, etc.), and existing solar collectors are considered shadow-sensitive. Although the Lakeside Golf Club is a recreational use, users of this facility are highly mobile and generally do not stay in the same location for more than a limited amount of time. Hence, the Lakeside Golf Club is not defined as shadow-sensitive. Nevertheless, potential shadow impacts on this facility are identified in this analysis for informational purposes. The off-site locations included in this analysis are shown in Figure 126 on page 1184.

2. Environmental Setting

a. Existing Local Off-Site Conditions

The Project Site is surrounded or partially surrounded on all sides by sizable public roadways and drainage facilities that separate the Project Site from adjacent uses. Along the northern boundary of the Project Site, the Los Angeles River Flood Control Channel separates the Project Site from the Toluca Estates area and the Lakeside Golf Club. Along the southern border of the Project Site, the Hollywood Freeway separates the majority of the site from the commercial and residential development to the south; however, hotel and office land uses are located adjacent to the Project Site's southwestern corner (south of Universal Hollywood Drive and north of the Hollywood Freeway). Lankershim Boulevard separates the Project Site from the Universal City Metro Red Line Station, the Campo de Cahuenga, Weddington Park (South), City View Lofts apartments, and the Island residential area to the west. Barham Boulevard separates the Project Site from the Oakwood Garden Apartments and the Hollywood Knolls area to the east. A portion of the Project Site's eastern border, however, is directly adjacent to the Hollywood Manor area. Off-site shadow-sensitive uses within the vicinity of the Project Site include: (1) the Toluca Lake and Toluca Estates residential area, multi-family residences in the City of Burbank, and the outdoor patio at the Ca' del Sole Restaurant to the north across the Los Angeles River Flood Control Channel; (2) the Hollywood Manor residential area, Oakwood Garden Apartments, and Hollywood Knolls residential area to the east, along Blair Drive and across Barham Boulevard, respectively; (3) the Campo de Cahuenga historic site, Weddington Park (South), the Island residential area, and the City View Lofts to the west, across Lankershim Boulevard; and (4) the outdoor pool, poolside bar, and seating/dining areas of the Sheraton Universal Hotel and the Universal City Hilton Hotel adjacent to the southwest corner of the Project Site across Universal Hollywood Drive.

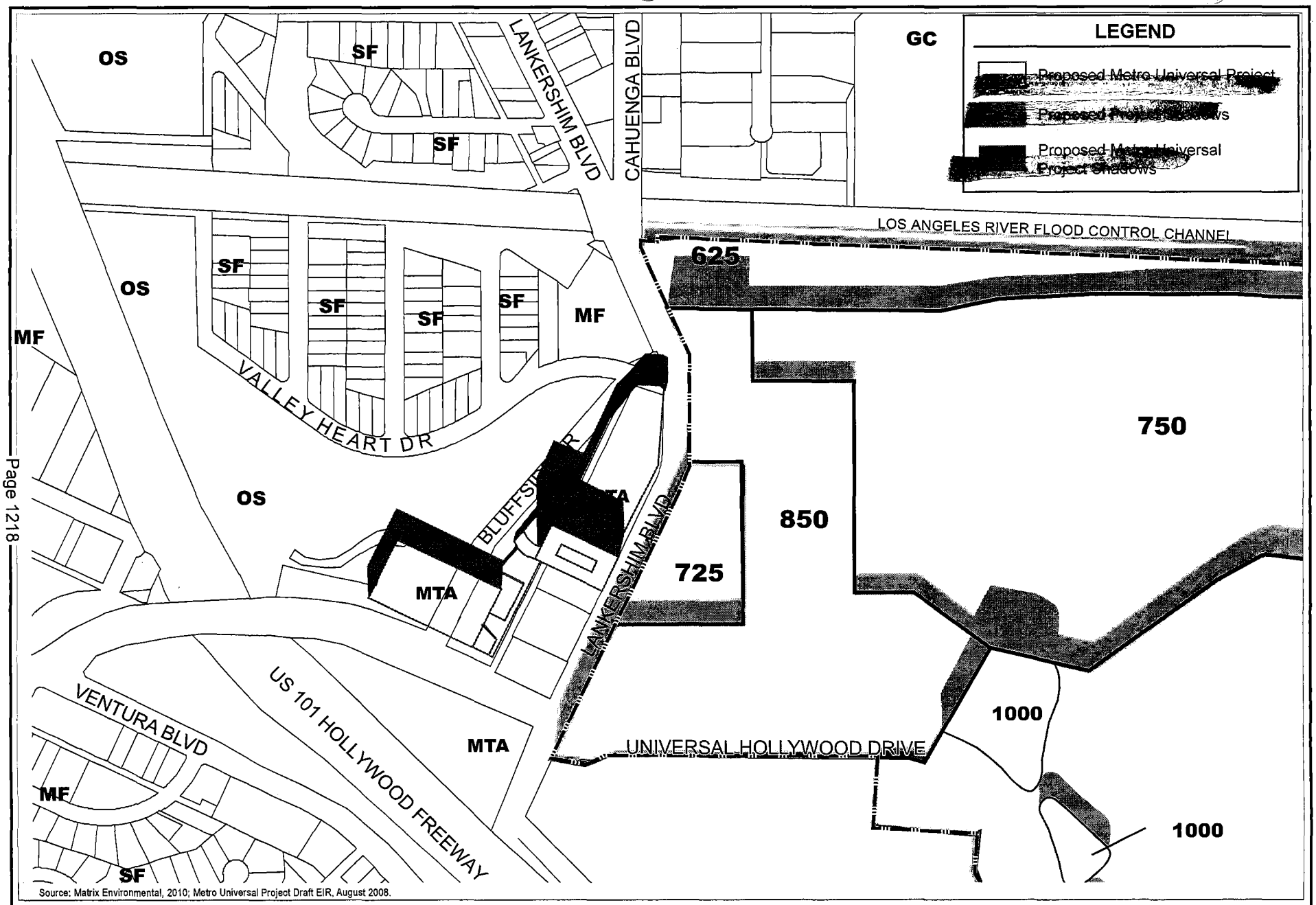


Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 159
Cu[redacted]se 1

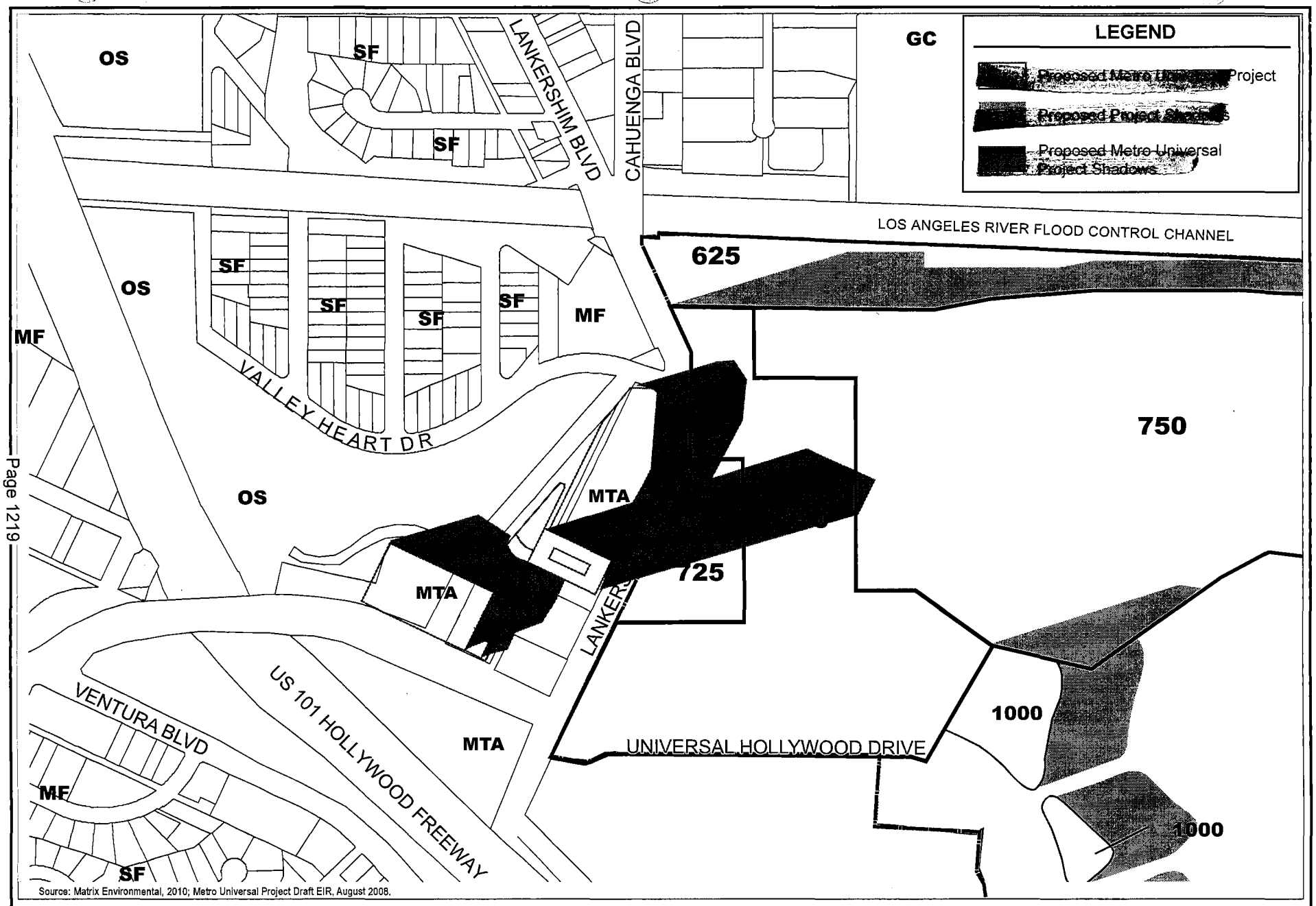
APPENDIX 6.6



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

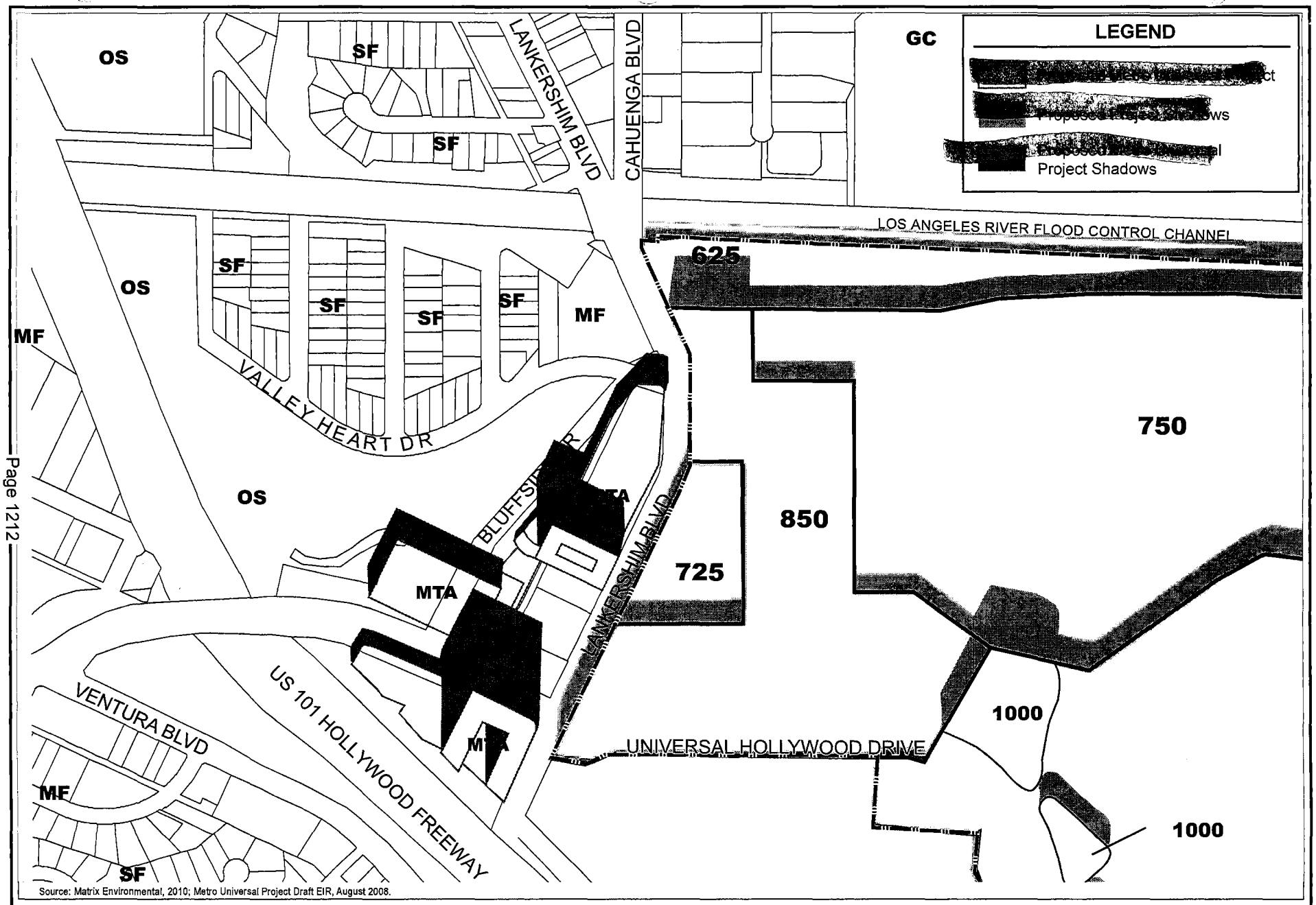
[redacted] Shadows - Phase 1
Fall Equinox - 1:00 PM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

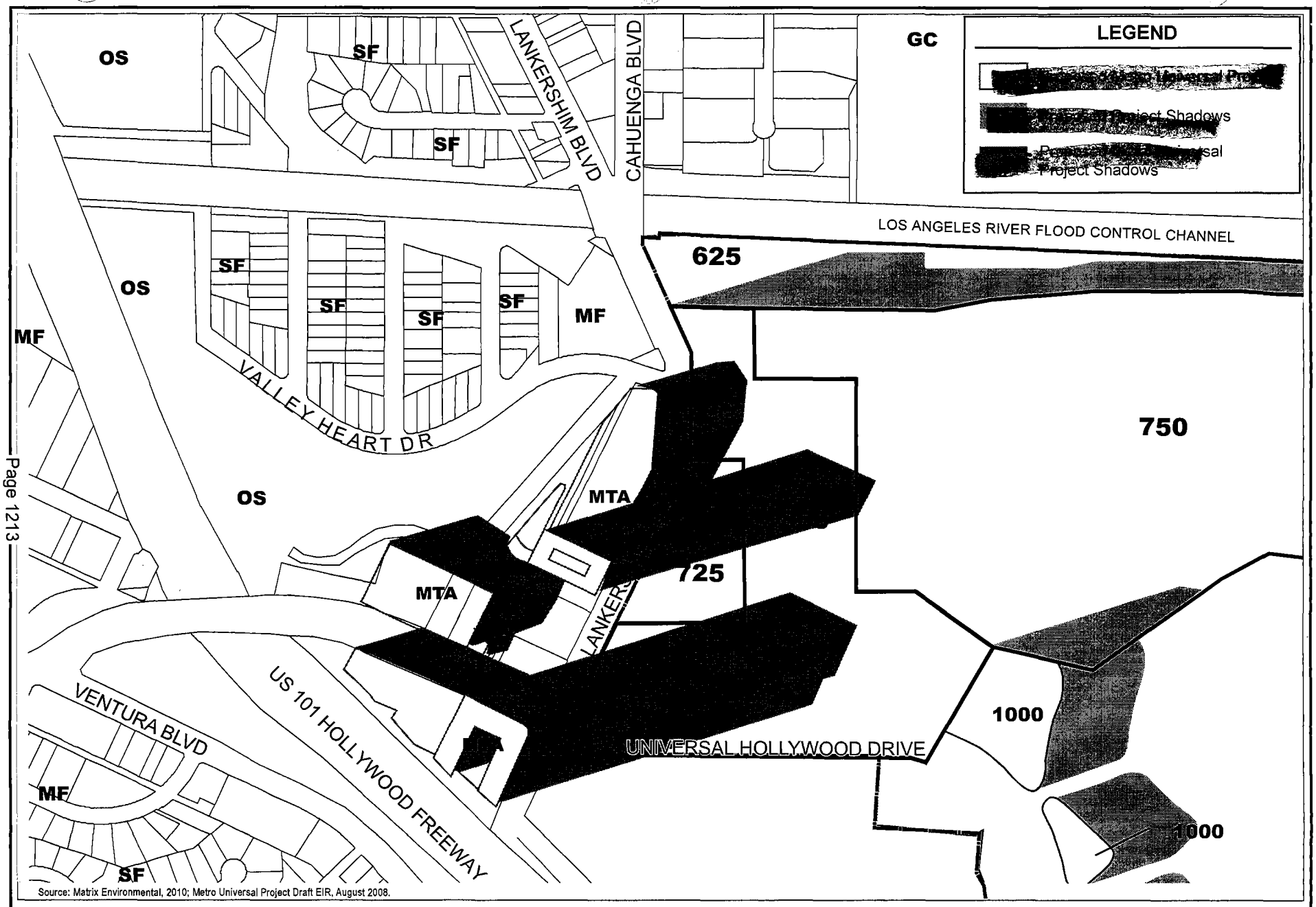
Figure 161
Cumulative Shadows - Phase 1
Fall Equinox - 5:00 PM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

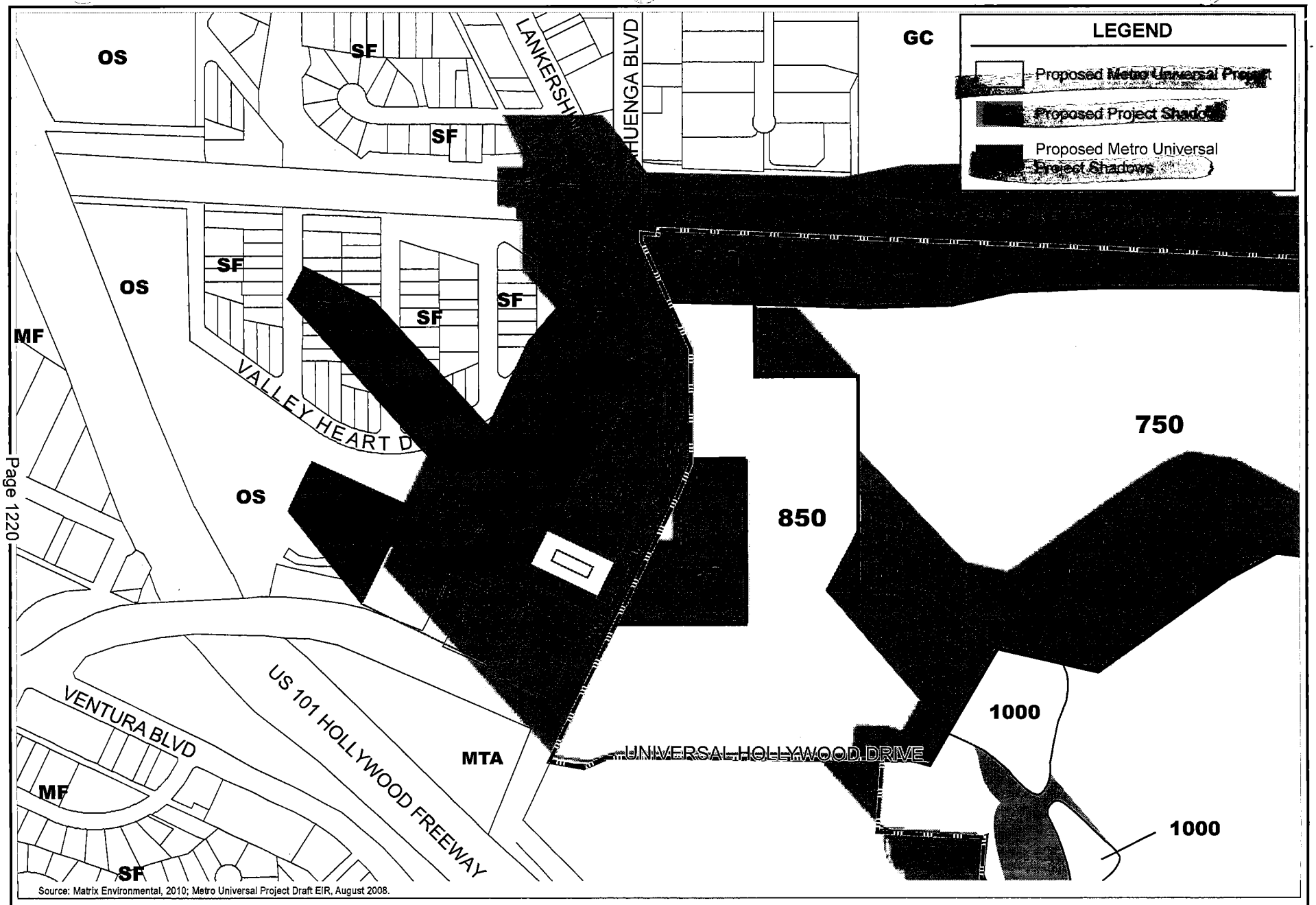
Figure 154
[redacted]
Fall Equinox - 1:00 PM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 155
[redacted]
Fall Equinox - 5:00 PM



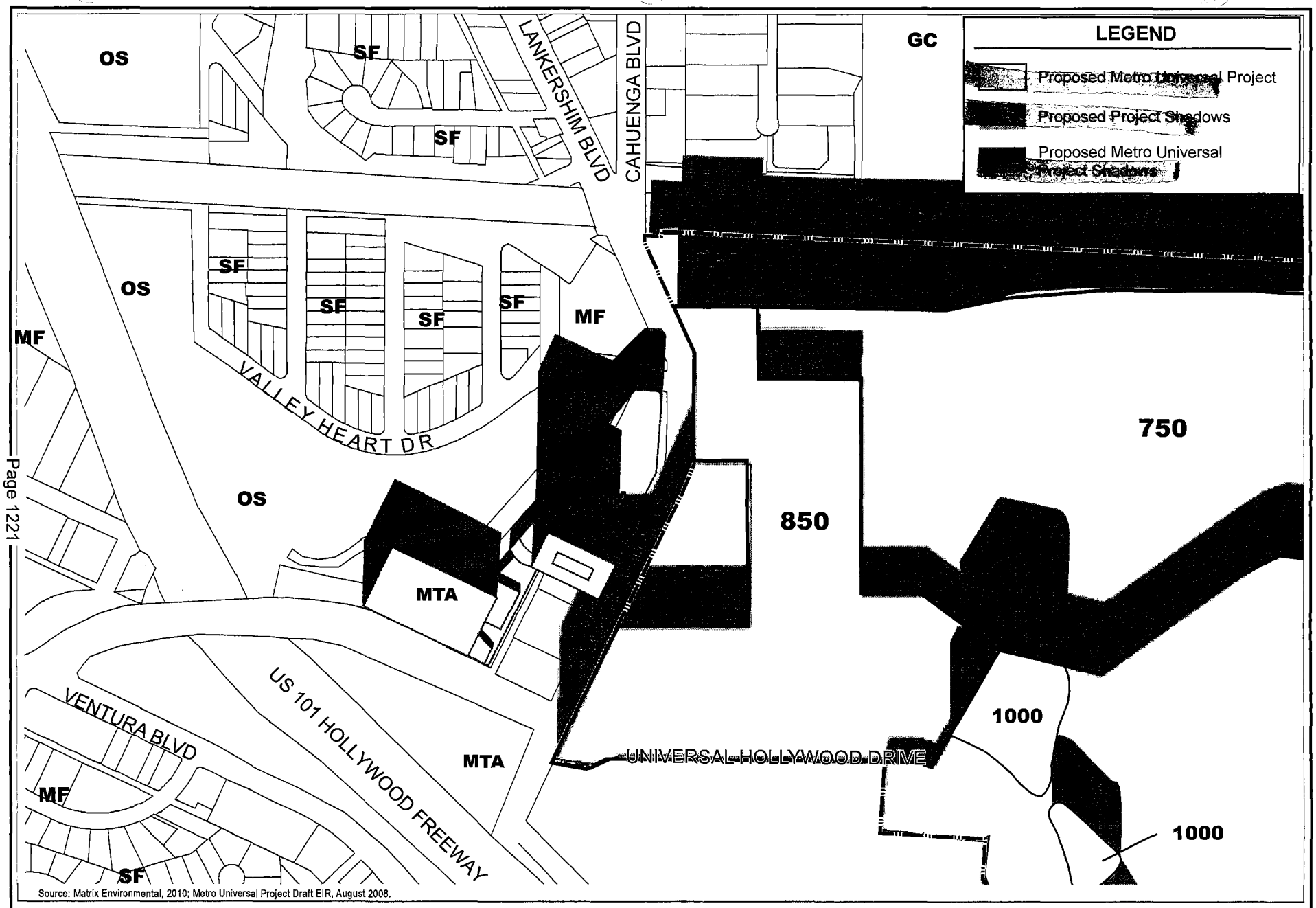
Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 162

[redacted] - Phase 1

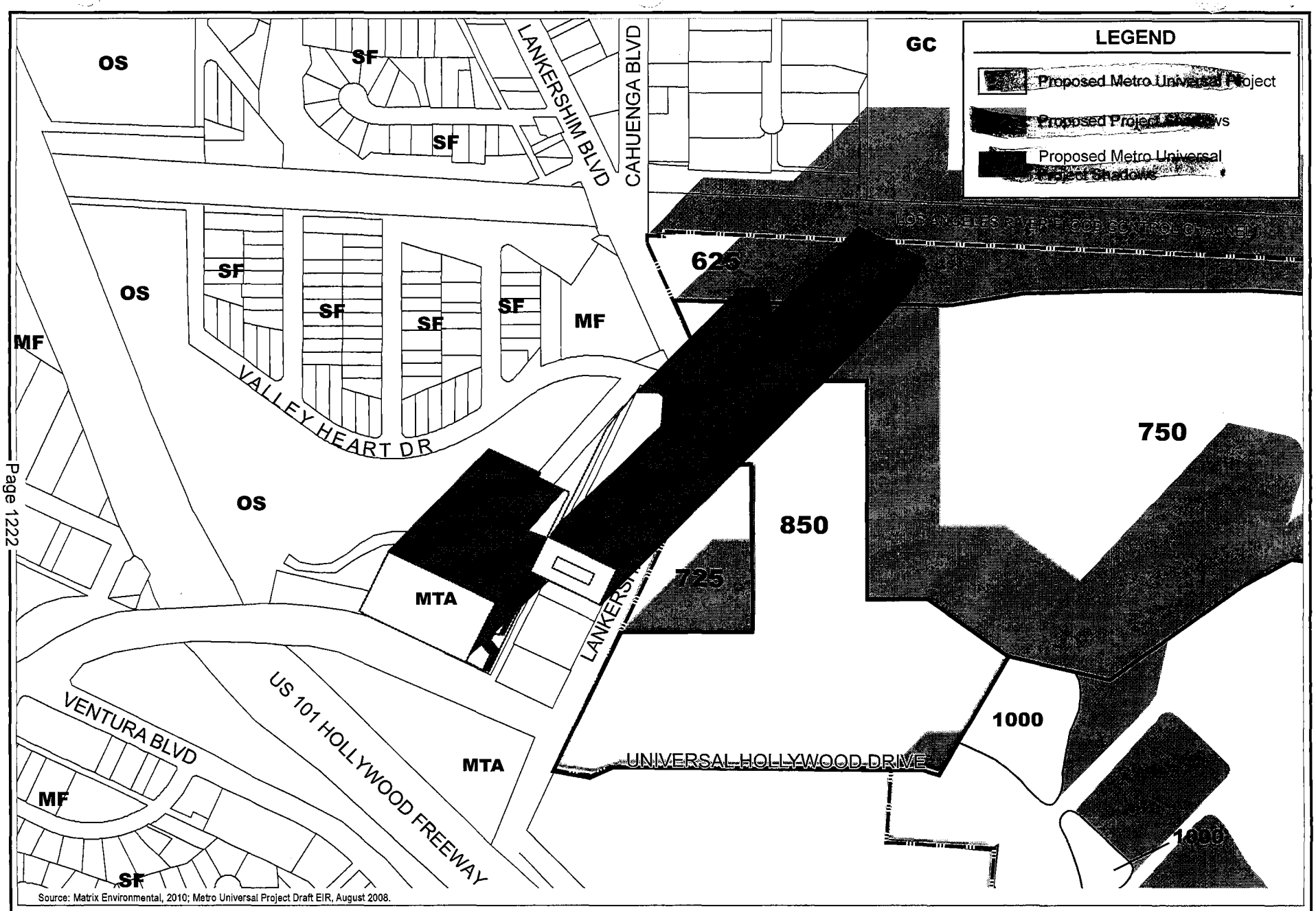
Winter Solstice - 9:00 AM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

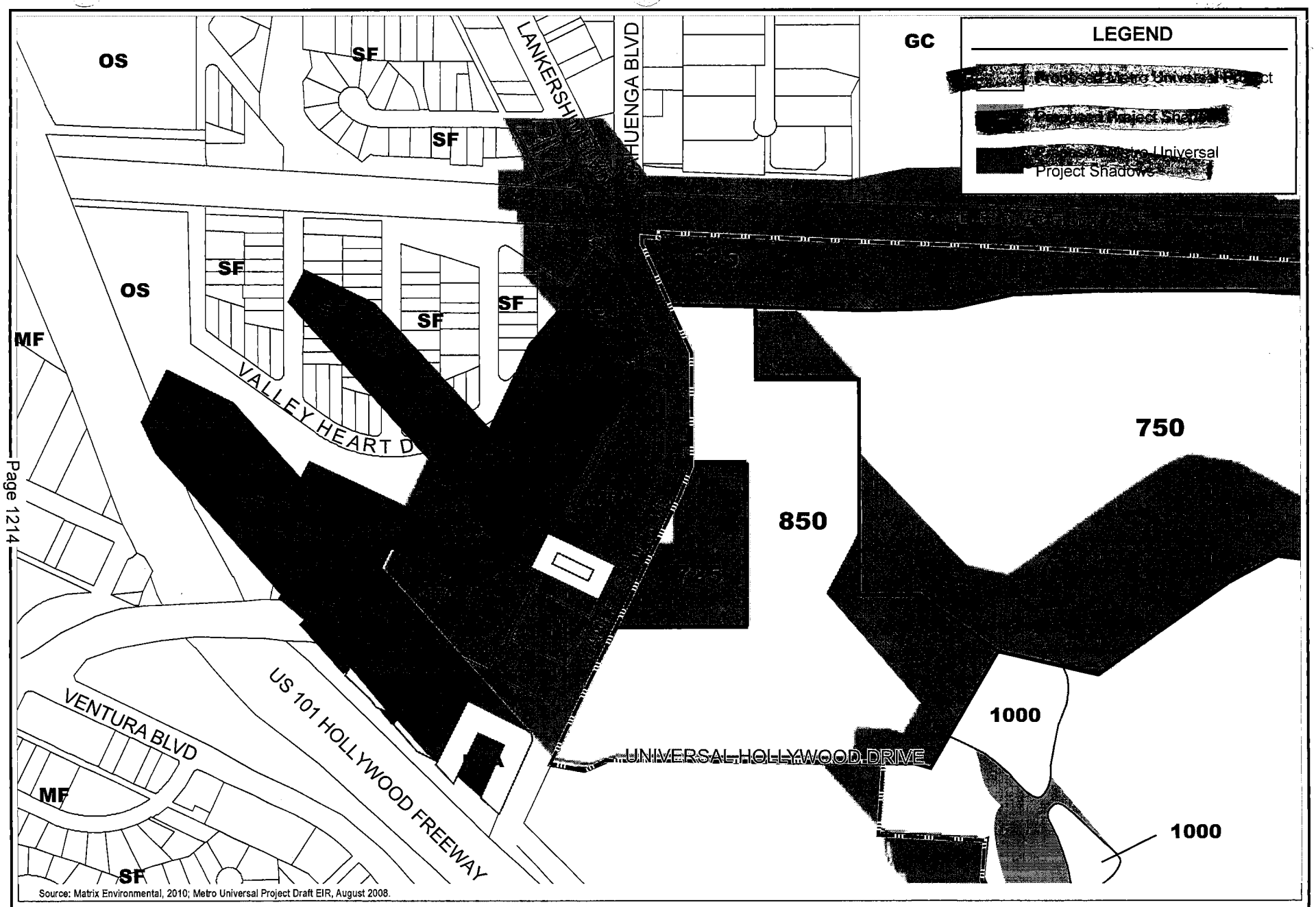
Figure 163
Cumulative Shadows - Phase 1
Winter Solstice - 12:00 PM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 164
Cumulative Shadows - [redacted]1
Winter Solstice - 3:00 PM

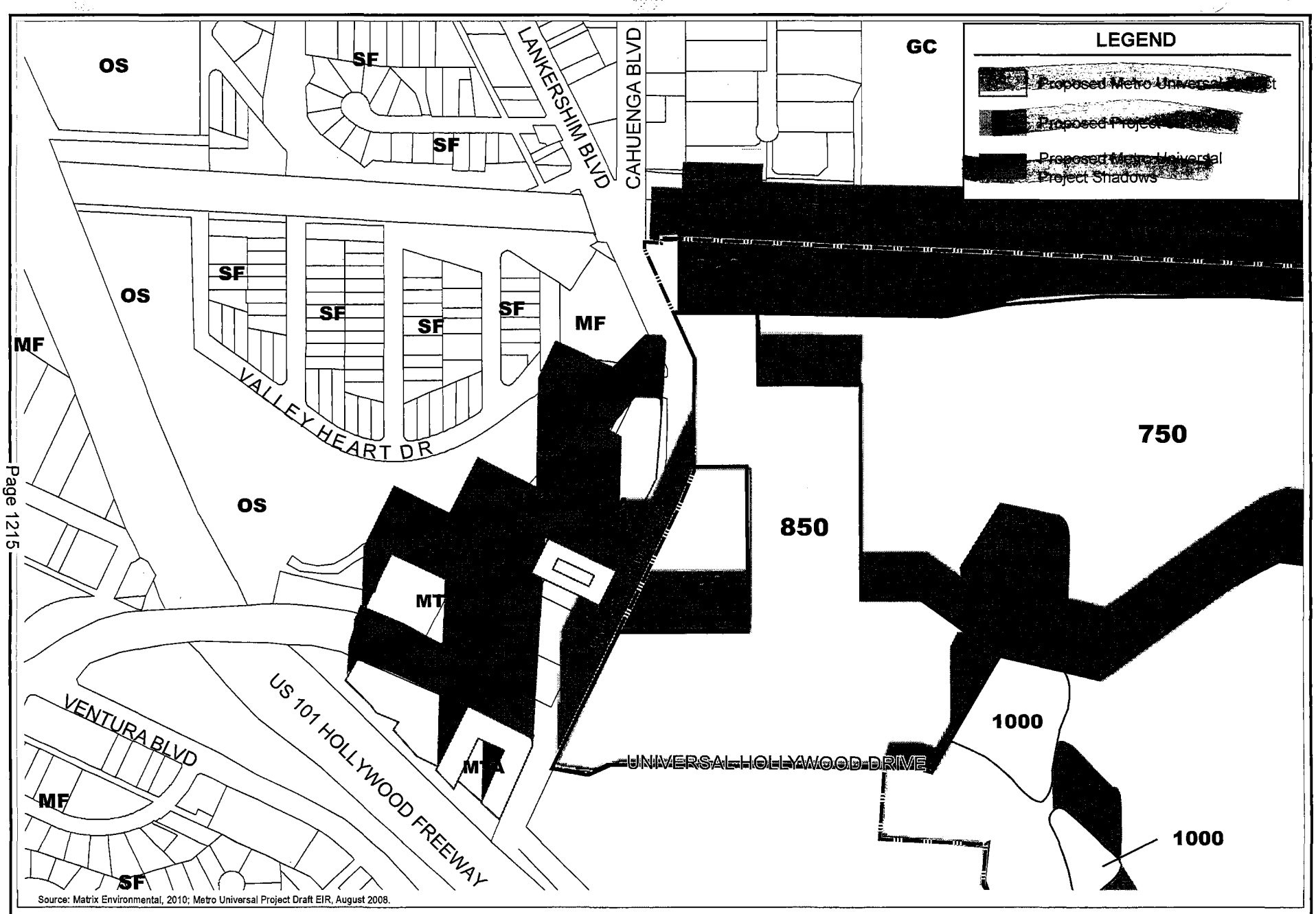


Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

[redacted] Figure 156

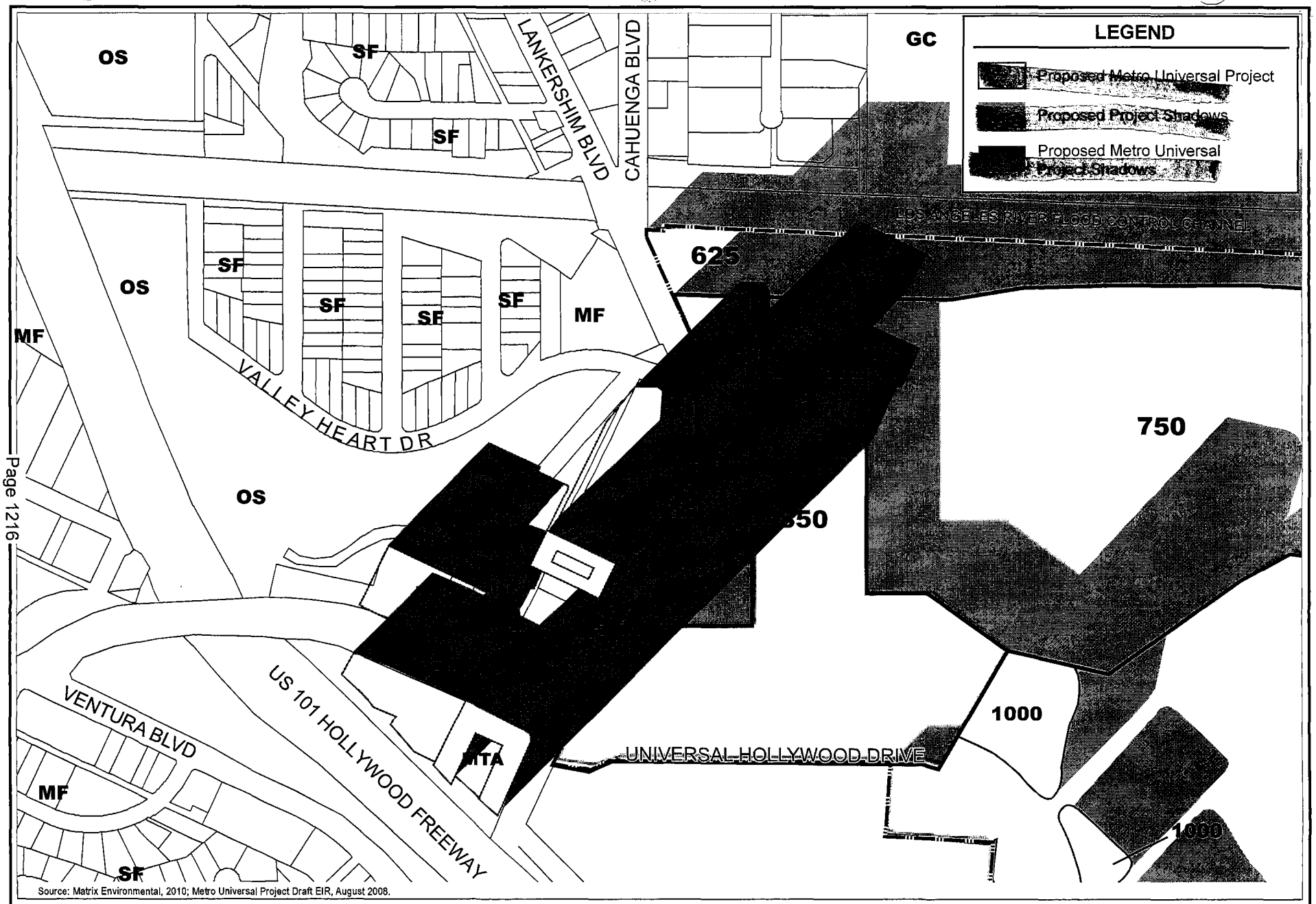
Winter Solstice - 9:00 AM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 157
[redacted] Shadows
Winter Solstice - 12:00 PM



Source: Matrix Environmental, 2010; Metro Universal Project Draft EIR, August 2008.

matrix environmental

Figure 158
Proposed Project Shadows
Winter Solstice - 3:00 PM

APPENDIX HH

NBC UNIVERSAL
EVOLUTION PLAN

NBC UNIVERSAL

Dear Neighbor,

As part of our ongoing effort to keep you informed about the NBC Universal Evolution Plan, we hope you will take a moment to review the enclosed pamphlet on the key improvements that our project will bring to Los Angeles.

The Evolution Plan is a 20-year blueprint for our 391-acre Universal City property and it is vital to our motion picture and television businesses on the lot, and to keeping entertainment jobs in Los Angeles in the future. Below are some key benefits of the proposed Evolution Plan:

- Creates 43,000 jobs in Los Angeles during the construction period and during operations
- Generates $26 million in new revenues to the City and County annually
- Invests $100 million in transit solutions throughout Los Angeles, which could potentially unlock over $200 million in federal and state funds
- Brings much-needed improvements to 138 intersections within a 50-square-mile area surrounding Universal City
- Builds a new north/south road to help alleviate traffic on Barham Boulevard
- Secures Universal Studios' place as the largest working studio in the world by updating our production facilities with new high-tech soundstages, outdoor sets, modern office space and new post production facilities
- Transforms a portion of our property into a new residential neighborhood with 35 acres of open space, parks and trails

If you would like to join thousands of your neighbors and become a supporter of the project, please fill out the enclosed postcard, or you can sign up online by visiting our website at www.nbcuniversalevolution.com. Also on our website, you'll find a summary of the City of Los Angeles' recently released Draft Environmental Impact Report on the Evolution Plan.

We look forward to working with you to make the NBC Universal Evolution Plan a reality and sharing updated information with you as the Plan moves forward.

Sincerely,

Tom Smith

Tom Smith
Senior Vice President, West Coast Real Estate
NBC Universal

100 Universal City Plz | Universal City, CA 91608-9961

NBC UNIVERSAL
EVOLUTION PLAN

NBC UNIVERSAL

100 Universal City Plz · Universal City, CA 91608-9961

[redacted]

I want to personally thank you for your support of the NBC Universal Evolution Plan. The Plan is vital to our motion picture and television businesses on the lot and to keeping entertainment jobs in Los Angeles in the future. You have shared with us how excited you are about the Plan, especially the thousands of new jobs, the investment in the entertainment industry and the transit improvements that will result from the Plan. As a reminder, our Plan will:

- Create a **total of 43,000 new jobs** -- 31,000 jobs during the construction period and, once completed, 12,000 new full- and part-time jobs, **resulting in $26 million annually** in new tax revenues to the City and County of Los Angeles.

- **Invest $100 million** to accelerate local and regional transit improvements and work with Caltrans to improve speeds and traffic flow along five miles of the 101 Freeway.

- **Secure Universal Studios' place as the largest working studio in the world** by updating our production facilities with new high-tech soundstages, outdoor sets, modern office space and new post production facilities.

- Transform a portion of our property into a new residential neighborhood with **35 acres of open space, parks and trails.**

We invite you to take a moment to read the enclosed material and feel free to visit our website at **www.nbcuniversalevolution.com.**

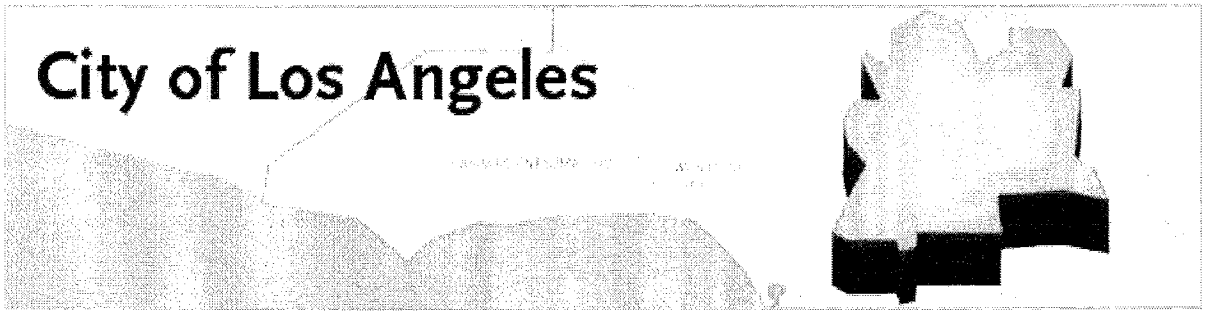
We look forward to continuing our efforts to make the NBC Universal Evolution Plan a reality and sharing updated information with you as the Plan moves forward.

Sincerely,

Tom Smith

Thomas G. Smith
Senior Vice President, West Coast Real Estate
NBC Universal

Measure R Project Tracker



Project Name & Description	Funding	Status
Crenshaw/LAX Transit Corridor (project acceleration)* Accelerates construction of a line along the Crenshaw Bl Corridor and connects Los Angeles, Inglewood, Hawthorne and El Segundo, plus unincorporated LA County. Region(s): City of Los Angeles, South Bay cities More: Project Website	$1.21B	MIS/EIR/EIS/EA Final Phase
East Light Rail Access (Gold Line) Increases access, including pedestrian and bicycle, to the Gold Line Eastside Light Rail project. Region(s): City of Los Angeles More: Project Website	$30.0M	Ongoing
East San Fernando Valley North-South Rapidways: Canoga Corridor Extends the Metro Orange Line north from Canoga Park Station to Chatsworth with a projected completion three years early. Region(s): City of Los Angeles, San Fernando Valley More: Project Website	$182M	Construction
Exposition Bl Light Rail Transit: Culver City to Santa Monica* Extends the Exposition Rail Line, currently under construction to Culver City, to Santa Monica. Region(s): City of Los Angeles, Westside cities City: Los Angeles More: Project Website	$925M	MIS/EIR/EIS/EA Final Phase

Green Line Extension to Los Angeles International Airport*

Links the Metro Green Line to LAX at the Aviation Station.

Region(s): City of Los Angeles, South Bay cities
More: Project Website

$200M

Initial Planning

Regional Connector: Links Local Rail Lines*

Links four light rail lines that terminate at the edges of Central LA. Expected to provide seamless connections between Long Beach/Pasadena, and Culver City/East LA, minimizing the need for rail transfers.

Region(s): City of Los Angeles, Gateway Cities, San Gabriel Valley, South Bay cities, Westside cities
More: Project Website

$160M

MIS/EIR/EIS/EA Draft Phase

San Fernando Valley East North-South Rapidways (project acceleration)

Accelerates bus service improvements, including possible dedicated bus lanes, on four potential East San Fernando Valley corridors, including Van Nuys, Sepulveda, Reseda and Lankershim.

Region(s): City of Los Angeles, San Fernando Valley
More: Project Website

$68.5M

Initial Planning
Early Planning

Sepulveda Pass Transit Corridor

Provides a rapid transit option to improve traffic flow between the Westside and the San Fernando Valley through the Sepulveda Pass along the I-405 freeway corridor. It will provide a viable alternative to driving on a heavily congested freeway. Specific transit technology and routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.

Region(s): City of Los Angeles, San Fernando Valley
More: Project Website

$1.0B

Initial Planning

West Santa Ana Branch Corridor

Provides for the development of a grade-separated transit corridor. Phase I is designed to go from the LA County line toward downtown LA.

Region(s): City of Los Angeles, Gateway Cities
More: Project Website

$240M

Alternative Analysis Study

Westside Subway Extension (to be opened in segments)*		
Extends Metro Rail to the Westside. The project is expected to serve Century City and Westwood/UCLA.	$4.07B	MIS/EIR/EIS/EA Draft Phase
Region(s): City of Los Angeles, Westside cities More: Project Website		
I-405, I-110, I-105, SR-91 Ramp/Interchange Improvements: South Bay		
Constructs improvements in the South Bay to reduce delays on the freeways. Examples include auxiliary lanes and ramp reconfigurations.	$906M	Initial Planning
Region(s): City of Los Angeles		
I-5 Capacity Enhancement: SR-134 to SR-170		
Constructs one carpool lane in each direction along the I-5 freeway between SR-134/SR-170, including access improvement for Empire Av.	$272M	Final Design
Region(s): Arroyo Verdugo, City of Los Angeles		

Here's how it works: The Measure R Projects Tracker lists the various projects in alphabetical order by category with a brief description of the project.[1] You can view the status for many of the projects with estimated Measure R funding allocations as projected over 30 years.[2]

**Specific mode and routing will be subject to approved plans developed in cooperation with local jurisdictions and affected communities.*
***Specific improvements are expected to be developed by local jurisdictions.*
****Partial funding by public/private partnerships is assumed to be part of the project plan.*

[1]Projects listed are for reference only and do not indicate priority order. Project definition depends on final environmental process.
[2]Measure R does not fully fund all projects.

From: "Failing, Doug" <FailingD@metro.net>
Subject: Re: Second Request for a Reply [Fwd: Studio City]
Date: Fri, January 21, 2011 9:28 am
To: "'lsarkin@scnc.info'" <lsarkin@scnc.info>

Lisa,

Sorry for the delay in getting to you. I'm doing some fact checking with Caltrans. Certainly us at Metro are funding some soundwall projects in your area. I need to see where Caltrans is, given the state of the current budget, Caltrans is a little unsure as to their future budget capabilities and what existing projects will remain funded let alone adding new projects.

Doug

----- Original Message -----
From: Lisa Sarkin <lsarkin@scnc.info
>
To: Failing, Doug
Sent: Fri Jan 21 08:32:19 2011
Subject: Second Request for a Reply [Fwd: Studio City]

---------- Original Message ----------
Subject: Studio City
From: "Lisa Sarkin" <lsarkin@scnc.info
>
Date: Wed, January 19, 2011 1:04 pm
To: failingd@metro.net

Hi Mr. Failing:

We met at the 2008 Southwest Valley Neighborhood Councils' Townhall at the Beverly Garland Hotel.

Are you able to confirm to us what we believe you said about CalTrans funds coming to this area, which was zero? Is that still true?

Also, we don't see anything related to this same area within the Measure R improvements. Can you also confirm that for us?

Thank you for your assistance with this matter.

Best regards,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

APPENDIX JJ

NBC UNIVERSAL EVOLUTION PLAN

STUDIO CITY STAKEHOLDER COMMENTS & QUESTIONS

1. Why is the term "population growth" used?
2. Where is the financing coming from for the proposed Project?
3. Why is the Initial Study dated 2007?
4. Why does the DEIR have "Vision" and not "Evolution" Plan shown in some areas?
5. Why would the Metro Universal Project mitigations be shared with the Evolution Plan?
6. Why are impacts to Ventura and Cahuenga Boulevards left out of the DEIR?
7. How will road conditions, caused by the proposed Project construction be repaired?
8. What is being done to eliminate sound issues?
9. What is being done to eliminate air pollution from idling trucks?
10. Why are the proposed schools over the hill?
11. What benefit to health and quality of life does this proposed Project give to those already living in Studio City?
12. What will be done to control HAZMAT?
13. Is water being drained out of the aquifer? Will that affect the hillsides?
14. What will be done for wildlife and natural habitat with the reduced water levels?
15. What happened to the underpass under Lankershim Blvd. from the Metro Station?
16. Now that COMCAST will buy NBC Universal, will the proposed Project change?
17. Why would the East/West road be eliminated?
18. How is it possible to put in additional lanes on Barham when there are houses on the top of the hill and in some locations there is no room to expand?
19. Why are the City and County Specific Plans less restrictive than the current codes? Basically, the proposed Project would have carte blanche to do whatever they want at any time?
20. "The US 101 Interchange Improvements at Universal Terrace Parkway (Campo de Cahuenga Way) would require the use of Metropolitan Transportation Authority and Caltrans Park and Ride Facility overflow lot ("Caltrans Overflow Lot") along Ventura Boulevard; and the Metro Transportation Authority and County Park and Ride Facilityoverflow lot, also along Ventura Boulevard ("County Overflow Lot") for construction staging. If Phase 1 of the proposed Metro Universal project is constructed prior to the construction of the US 101 Interchange Improvements, the temporary loss of parking in both of these overflow parking lots would be accommodated in the proposed Phase 1 Metro Universal parking facility. If the Metro Universal project is delayed or does not go forward, the temporary loss of parking in the overflow parking lots would be addressed by the Applicant providing substitute parking in the vicinity and shuttle service from the substitute parking to the Universal City Metro Red Line Station during the hours of operation of the Red Line." This would significantly affect Ventura Blvd. in Studio City, plus where would they put the overflow parking?
21. The project's timeline for completion is 20 years - is that a best-case scenario or are there issues that could cause this project to take longer to build? What

22. if the project takes longer; what additional transportation mitigation measures would then take place?
23. Is the City of Burbank and City of West Hollywood under any legal or moral obligation to do all or any of the recommended mitigation measures?
24. What happens to the 101 freeway if Caltrans does not complete all of the recommended mitigation measures? Where does the State of California get the money to complete all recommended construction? How long will it take for the construction to be completed if the State of California only partially comes up with the ONE HUNDRED MILLION DOLLARS that is being projected to complete all 101-freeway construction? Is there anything in Caltrans' current or future budget to construct everything that needs to take place to the 101-freeway for all mitigation measures?
25. Since this project is being touted as a Transportation Oriented Development (TOD) does the heavier use of the Red Line significantly influence the already 250 million dollar operating deficit the Metro is currently experiencing? When does the Metro believe it will no longer be operating at a loss? Who covers the greater use of the Red Line costs -- the more the Red Line, Light Rail, Bus Rapid Transit (BRT) or other forms of Metro's public transportation are put into use the more the Metro and ultimately the taxpayer lose money. My question is, if this project touts the additional usage of the Red Line will NBC Universal, Comcast or whatever entity owns the development cover the additional expense of the Red Line?
26. What is the maximum daily capacity of the Red Line? Can additional cars be added to it and if so, who pays for that cost? Can adding additional tunnels or light rail to handle additional riders expand the Red Line and if so, who covers those costs?
27. How many riders are projected for the Red Line each year during construction and when the project is completed? What is projected rider-ship for all phases of construction? Are construction workers included in these numbers?
28. What specifically is NBC Universal going to do to make employees and guests use the Red Line, Buses, Carpools, Vanpools, Telecommuting or other forms of mitigation measures specifically mentioned in the DEIR to get people out of their cars? What are the incentives to make people get off congested roads and the 101 freeway?
29. Who oversees and enforces all traffic mitigations? What happens if they are not completed? What is the time-frame for completion?
30. In Studio City, there is currently either proposed or under construction the Colfax Bridge, LA DWP Trunk Line Replacement Projects(s) and the Equinox Gym on Ventura Boulevard which will and are greatly affecting vehicular and pedestrian mobility - have any of these projects been factored into traffic counts or mitigation measures?

STUDIO CITY RESIDENTS ASSOCIATION
Your Advocate for Studio City

P.O. Box 1374 • Studio City, CA 91614 • Ph (818)509-0230 Fax (818)509-0260 • www.studiocityresidents.org

February 3, 2011

John Foreman, Senior City Planner
Department of City Planning, Room 601,
City Hall Room,
Los Angeles, CA 90012

NBC Universal Evolution Plan
Draft Environmental Impact Report
ENV 2007-0254-EIR
State Clearing House No: 200707-1036

This is the response of the Studio City Residents Association to the draft environmental impact report.

1. THE DRAFT ENVIRONMENTAL IMPACT REPORT IS LEGALLY INADEQUATE: IT IS PROCEDURALLY DEFICIENT

The Draft Environmental Impact Report (DEIR) referenced above addresses a proposed development that presents significant and in some cases severe impacts not only on the surrounding neighborhood but on other significant areas of Los Angeles and adjoining cities. The project is commonly referred to as the NBC Universal Evolution Plan and shall be referred to as such herein.

2. THE DEIR SHOULD BETTER REFLECT THE METRO UNIVERSAL PROJECT

One major defect and inadequacy of the DEIR for NBC Universal Evolution Plan is an inability or unwillingness to incorporate and thereby evaluate the effect of a proposed Metro Universal Project development immediately across Lankershim Boulevard at the MTA Redline Station (and the environmental effect on not just on the NBC Universal Evolution Plan but on the surrounding environments.)

In process with the City of Los Angeles is the DEIR for the Metro Universal Project to which public and other comments and responses have been filed. To date no final Environment Impact Report has been issued, approved or accepted for the Metro Universal Project. It is only upon the acceptance and approval of the Environment

Impact Report for the Metro Universal Project and the issuance of permits with conditions that the environmental impacts and the mitigation measures from that project will become known and can be reflected in the EIR for this project. Until this information is available then the DEIR for NBC Universal Evolution Plan is defective and fails to comply with the intended purposes of CEQA.

3. THIS DEIR AND THE EIR TO FOLLOW DOES NOT COMPLY WITH CEQA.

The purpose of a DEIR is to provide the public with detailed information about a Project before it is approved. (Pub. Resources Code §§ 21002.1; 21003.1.) "When significant new information is added to the EIR after public notice is given of the availability of the DEIR, but before certification, the EIR must be recirculated for public review. . . ." (CEQA Guidelines § 15088.5; Pub. Resources Code § 21092.1.) Any recirculated Draft EIR should contain redline or other convenient methods of comparing the recirculated Draft EIR to the original. The NBC_Universal Evolution Plan will be relying on unverifiable future projections rather than established facts therefore NBC Universal Evolution Plan DEIR is grossly inadequate. *Sunnyvale West Neighborhood Assn. v City of Sunnyvale City Council H 035135 Dec 16, 2010.* The City must recirculate a DEIR after verifiable and legally adequate information is added. It will not be possible to rely upon the filed Responses in order to cure the draft's inadequacies.

4. SIGNIFICANT AND UNMITIGATED IMPACTS EXIST.

In addition, the NBC Universal Evolution Plan DEIR references "Significant and Unmitigatable Impacts". These impacts that cannot be mitigated commence at page 255 though page 373. These "Unmitigatable Impacts" refer to impacts that cannot be prevented or that no preventative measures can be taken for various reasons. The impacts on the community cannot "...be reduced to a level of insignificance" (p.255). yet it is proposed that these impacts remain and not be mitigated. Again, this is contrary to the requirements of CEQA.

The impacts are:

Solid Waste, Traffic, Noise and Air Quality.

When the NBC/Universal DEIR categorizes an impact as SIGNIFICANT and UNAVOIDABLE and no remedial action possible, this has effect of having making the report fail in its primary purpose.
Ignoring significant and unavoidable impacts has the effect of making an Environmental Impact Report deficient, incomplete and failing to be effective in addressing environmental impacts and concerns.
The DEIR does not state on what basis the significant and unavoidable impacts will be allowed and that will permit a project to go forward

5. INCORPORATION OF OTHER RESPONSES.

Studio City Residents Association joins the following organizations in their comments and objections and other matters raised their filings to the NBC Universal Evolution Plan DEIR and incorporates those comments and objections in this response as though set forth in full herein.

Communities United for Smart Growth
Studio City Neighborhood Council.

Respectfully submitted,

Alan Dymond
President
Studio City Residents Association

COMMENTS ON WATER:

AN ANALYSIS OF THE DWP'S URBAN WATER MANAGEMENT PLANS DATING BACK TO 1985 SHOWS THAT LONG TERM WATER PROJECTIONS HAVE BEEN GROSSLY OVERSTATED ON A ROUTINE BASIS IN ORDER TO ALLOW DEVELOPMENTS TO OCCUR.

EVERY REPORT FROM 1990 THROUGH 2007 HAS SHOWN AN OVER PROJECTION OF WATER SUPPLIES – YET THE DWP DOES NOT SHOW THOSE PUBLICATIONS OR PROJECTIONS.

WITH HUNDREDS OF PROJECTS RESULTING IN TENS OF THOUSANDS OF HOUSING UNITS BEING APPROVED OVER THE LAST TWENTY YEARS, EACH CITING THE UWMP AS EVIDENCE OF AVAILABLE WATER AND ACTUAL DELIVERIES AVERAGING FAR LESS THAN ANY OF THE PROJECTIONS – IT IS NOT DIFFICULT TO SEE WHY SOUTHERN CALIFORNIA HAS BECOME MIRED IN A PERMANENT DROUUGHT.

ALLOWING FURTHER DEVELOPMENT WILL ONLY DEEPEN THE ALREADY EXISTING DROUGHT IN SOUTHERN CALIFORNIA.

THERE IS HARD EVIDENCE AVAILABLE TO VALIDATE THIS.

STATE LAWS LIKE SB 610 AND SB 221 ARE SUPPOSED TO PROTECT WATER SUPPLY BY REQUIRING PLANNERS AND DEVELOPERS TO PROVIDE WRITTEN VERIFICATION OF SUFFICIENT SUPPLIES BY WATER AGENCIES, HOWEVER THE LAWS WEAKNESS IS THAT IT ALLOWS DEVELOPERS, PLANNERS AND WATER AGENCIES TO MERELY CITE UWMP "PROJECTIONS" TO GET APPROVED – INSTEAD OF "REAL" WATER!

THAT IS AND CANNOT BE AN ACCEPTABLE COURSE TO FOLLOW.

THIS LACK OF ANY CRITICAL REVIEW LEADS TO A DEEPER DROUGHT.

WATER IS A KEY ELEMENT – A WATER ASSESSMENT IS A MANDATORY ELEMENT TO THE PLANNING PROCESS. AS A PREREQUISITE TO APPROVING A NEW PROJECT, A DEVELOPER OR CITY PLANNER HAS TO PROVIDE EVIDENCE THAT THERE IS "SUFFICIENT WATER" IN NORMAL AND DRY YEARS OVE THE NEXT TWENTY YEARS FOR THEIR PROJECT.

THIS DOES NOT EXIST IN THE EVOLUTION DEIR AND IS THEREFORE UNACCEPTABLE.

Projections Routinely Overstate Actual Supplies

LA'S URBAN WATER PLAN

David Coffin

How is it that every small, medium and large development or project that comes before neighborhood councils, city planners and the city council is always cited by both developers and the water department as having 'sufficient water' yet we find ourselves in the grips of a permanent drought and under an emergency water conservation order?

An analysis of Department of Water and Power's Urban Water Management Plans dating back to 1985 shows that long term water projections have been grossly overstated on a routine basis by as much as 41 percent leading planners and decision makers to believe that sufficient water would be available when projects before them were being evaluated.

This study compared the amount of water projected in each regularly published UWMP with the actual amount of water later received and found that not since the 1985 report have projections come acceptably close.

Every report from 1990 to 2005 has routinely projected water deliveries well above 700,000 acre feet with some projections as high as 799,000 AF. Yet a review of historical data shows that LADWP has only once received more than 700,000 AF in the last 30 years and rarely have actual deliveries exceeded 680,000 AF.

In spite of this, 13 out of 16 forecasts from the last four water management plans had water deliveries projected at over 700,000 AF. They were:

- The 1990 Urban Water Management Plan with 'projected' deliveries of 707,300 AF in 1995, 728,400 AF in 2000, 745,500 in 2005 and 756,500 AF in 2010.

- The 1995 plan with 'projected' deliveries of 673,000 AF in 2000, 695,000 AF in 2005, 725,000 AF in 2010, and 750,000 in 2015.

- The 2000 plan with projected deliveries of 679,000 AF in 2005, 718,000 AF in 2010, 757,000 AF in 2015, and 799,000 AF in 2020.

- The 2005 plan with projected deliveries of 683,000 AF in 2010, 705,000 AF in 2015, 731,000 AF in 2020, and 755,000 in 2025 and 776,000 in 2030.

With hundreds of projects resulting in tens of thousands of housing units being approved over the last twenty years, each citing the UWMP as evidence of available water and actual deliveries averaging only 624,123 AF a year, it's not difficult to see why Southern California has become mired in a permanent drought.

GROUNDLESS OPTIMISM IN FUTURE WATER

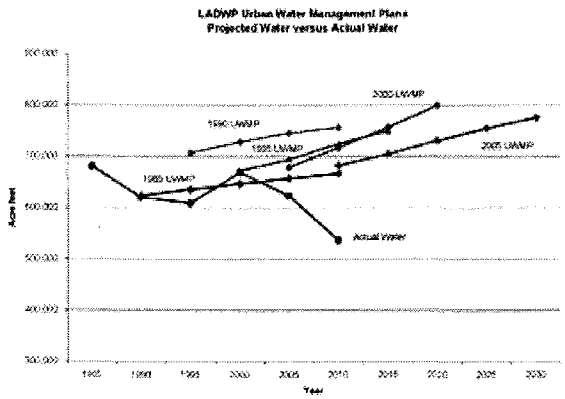
1990 UWMP REPORT			
Year	Projected	Actual	Percent overstated
1986			
1990	689,900	621,476	11.0%
1995	707,300	608,754	16.2%
2000	728,400	669,549	8.8%
2005	745,500	623,438	19.6%
2010	756,500	536,554	41.0%
2015			
2020			
2025			
2030			
BOLD numbers are average yearly yield (1987/2009)			

Why are we routinely committing new water to every new housing project that is proposed when actual deliveries chronically fall short of projected deliveries? And why are laws designed to protect water supplies such as SB 610 and SB 221 failing to over-commitment water?

Exaggerated projections are not only an LADWP phenomena; many regional water districts also seriously overstate future supplies in their water plans. UWMP data suggests that water supply projections are developed to meet regional housing needs assessments (RHNA) that are distributed by local multi-county government agencies such as SCAG.

Rather than using infrastructure such as water and power as a determining factor in housing growth thus protecting water supply, the opposite occurs. Housing targets are cited first and water departments tweak their projections dramatically to achieve those goals. Even if it means citing projections that can never be met.
Because water projections are overstated by such large margins, this all but guarantees that every new housing project proposed within the scope of the UWMP will be green-lighted as having sufficient water supplies by LADWP officials.

A DROUGHT IN THE PLANNING
Distinct from the drought of 1987 where growth was the primary factor, today's drought has its roots dating back to the 1990 UWMP when the long term projections inexplicably rose 10 to 12 percent over the previous UWMP. Urban Water Management Plans were supposed to provide a layer of protection for our water supplies after the 1987 drought, but instead the new projection models have been used to assure project approvals.



The increased projections in UWMP's are primarily due to overly optimistic projections in groundwater and to a lesser extent recycled water, seawater desalinization, the collection of urban runoff, other forms of water conservation. On top of that is a big dose of MWD purchases to make up for the shortfall.

For example, the last four UWMP's cited increased groundwater yields ranging between 106,000 and 170,000 AF. However groundwater yields dropped significantly in 2000 and the actual deliveries never materialized. The actual yields of underground water averaged about 86,000 AF and were as low as 48,000 AF.

Similarly recycled water is cited to increase to 15,000 to 29,000 AF in the latest water plan but the average amount received between 2000 and 2009 has only been 3,457 AF. This year's recycled water is 118% below 2005 UWMP projections.

Water plans also rely heavily on imported MWD water to make up the shortfall but that supply is uncertain as MWD struggles to procure enough water from the State Water Project and Colorado River to deliver to water not only to the LADWP but also the dozens of other water agencies all over the Southern California region.

State laws like SB 610 and SB 221 are supposed to protect water supply by requiring planners and developers to provide written verification of sufficient supplies by water agencies. However the laws weakness is that it allows developers, planners and water agencies to merely cite UWMP 'projections' to get projects approved instead of 'real' water.

Another weakness is that neither SB 610 or SB 221 require that UWMP's be accurate, nor do they require the figures to be reviewed, updated or amended as actual supplies come in at the projected times. The projections that were approved in the original plan remain continue to be cited for as long as five years later. Even when supplies dwindle to record per capita lows.

Since there is no requirement by law to review actual deliveries against projections, this virtually guarantees that projects of any size will be assured to receive a letter by LADWP acknowledging sufficient water supply when the plans targets have not been met in the past,.

LACK OF CRITICAL REVIEW LEADS TO DROUGHT

As the last twenty years projections in urban water management plans have become so overstated, even contrived, this has led to an absence of critical review by people who review and make decisions about a project. After all, if we have 680,000 AF of water today and in 2010 we are expecting to reach 750,000 AF what is there to worry about?

Planning commissioners, elected leaders, neighborhood councils and community residents have generally treated the conclusions of 'sufficient water' in each report as 'fact' when new developments come to them for approval.

This lack of critical review is repeated over and over again and is especially in plain view when questions are raised or when written comments to draft environmental documents for new developments cite the obvious disconnect between 'sufficient water' and the recent need for the Emergency Water Conservation Order (2008) and later the mayor's Water Supply Action Plan (2008). City planners and developers routinely dismiss the comments out of hand by merely pointing out the latest UWMP cited in their EIR and the future water projections in them.

WATER - A KEY PLANNING ELEMENT

A water assessment is a mandatory element to the planning process. As a prerequisite to approving a new project, a developer or city planner has to provide evidence that there is 'sufficient water' in normal and dry years over the next twenty years for their project.

Evidence that a project has the water it needs is typically provided by citing the latest UWMP in the projects Environmental Impact Reports (EIR) and obtaining a letter from the water agency acknowledging the availability of water over this twenty year period. Water agencies themselves generally just cite their own UWMP in the acknowledgement.

Similarly, cities and counties must demonstrate in their housing plans that they have sufficient water

supplies if growth is projected in their General Plan.

Because of this, the Urban Water Management Plan becomes a vitally important document to the planning process. If reports consistently overstate the amount of available water, planners ratchet up the housing production and approvals to meet established housing goals. Years later when water supplies do not meet the previously cited water projections, emergency solutions have to be enacted to minimize environmental damage and keep the taps flowing. This is the situation that exists today.

INFRASTRUCTURE IMBALANCE

Overstating future water supplies in water management plans results in housing inventories that outstrip water availability. This imbalance affects local residents by reducing their base price (Tier I) allocations, produces higher water bills, forces a curtailment of outside irrigation, and creates penalties. And it doesn't stop there, both the Central and Southern California regions have been seriously affected as drought restrictions have led California's agriculture industry to fallow land and lay off workers resulting in a loss of one billion dollars to the state in 2009.

THE URBAN WATER MANAGEMENT PLAN

Why is an accurate Urban Water Management Plan so important?

No single document is more regularly cited in the dozens of Draft Environmental Impact Reports (DEIR) submitted by developers to the city planning department and approved by planning commissions and city councils than the Urban Water Management Plan.

In order for the public and decision makers to understand how a large proposed project will impact neighbors, traffic, sewers, water, power, fire, police, libraries, parks, etc., an environmental impact report is drawn up.

The projects DEIR provides important details on infrastructure, traffic, demographics, demands for public safety and community services, and other information. Go online and download any of the dozens of DEIR's that the city makes available and you will find the UWMP cited in the Utilities section. When DEIR's are first published there is a comment period where the public is invited to comments on the project.

When questions and comments on the project are received, they are answered and noted and then added to the appendix of the final report. When completed and published in its final form the document becomes known as the Final Environmental Impact Report or FEIR. It is this document that zoning administrators, area planning commissions, and city officials review when deciding to approve or deny a project.

With tens of thousands of "housing units projected" to be proposed and built in the city of Los Angeles between 2006 and 2014 it is of the utmost importance that the information provided for these reports be accurate otherwise serious infrastructure imbalances will occur as successive projects are green-lighted.

THE BUNDY EXAMPLE

As noted before, water assessments provided for major projects rely entirely on the original projections published in the water plan. A projects water assessment completely ignores the -actual- supplies received after the water plan was published approved.

I could have picked any project since they all cite water availability the same way but the Bundy Village and Medical Park was most convenient. This projects Water Supply Assessment (WSA) was based on "water supplies available during normal, single-dry, and multiple dry water years during the 20-year projections" like all other assessments. It was predictably approved later on by the LADWP Board of Water and Power Commissioners which cited the 25 year projection of 776,000 AF in the 2005 UWMP as evidence of sufficient water for the project.

In response to the projects DEIR, one local neighborhood council submitted a comment asking that the Water Supply Assessment be re-evaluated in light of the fact that the city reduced water supplies due to drought and regulatory restrictions."

The planning department's reply to the neighborhood council comment merely restated the water supply assessment saying that it "continued to remain adequate" citing sections of the California water code and noted that the twenty year projection is sufficient to meet water demand. It sidestepped the request to re-evaluate the water supply assessment and punted that task to elected officials who would have to approve the project.

City planners always quote the results of a UWMP as 'fact' while ignoring the years of projections that were not met including 2005 UWMP projection of 718,000 AF by 2010 cited in the plan. Next year's level is not likely to come close to being achieved given this year's delivery of 536,554 AF reported by LADWP. They also ignore the historical fact that every previous UWMP's projection above 700,000 has been missed and missed by far, ranging from 60,000 to 190,000 AF.

Looking at historical indicators there no category of supply (aqueducts, groundwater, recycled, MWD, etc.) there to believe that anything above 699,000 AF can be routinely reached now or in the future. The last four water management plans, an expensive product to produce, have not been worth the paper they are written on.

Basing today's planning policies on doubtful long range future water projections that trend up while real supplies trend down or flat is a fool's game and one that will irreversibly damage the community economically and in quality.

*(David Coffin is a long-time activist and an occasional contributor to CityWatch. He blogs at **westchesterparents.org** and can be reached at **david@westchesterparents.org**)* -cw

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Close Window

From: hippolady@roadrunner.com
Subject: Complete Comments: NBC Universal Evolution Plan
Date: Mon, December 20, 2010 10:46 am
To: jon.foreman@lacity.org
Cc: mariana.salazar@lacity.org

Name: Lisa Sarkin (speaking personally)
Organization: Studio City Neighborhood Council
Address: 11603 Kelsey Street, Studio City 91604
Phone: (818) 980-1010 home (818) 439-1674 cell

My comments are simple with respect to Studio City, please consider them to be questions:

The current proposed project, NBC Universal Evolution Plan, is too large for the southeast valley and the proposed City Specific Plan takes away too many checks and balances from the local communities.

Unfortunately, the city and county did not take the advice of the Studio City Neighborhood Council to combine the two projects on both sides of Lankershim Blvd. and on Barham Blvd. into one EIR. BUT the Evolution DEIR mentions the Metro/Universal Project with combined mitigations that do not satisfy the communities for Metro alone. Shared parking is proposed in an area that already has major parking problems. There is no circulation in the area, but removing the required East/West street is being requested. The consideration that the residential community on the east side of the lot is Metro adjacent is not mitigated by a shuttle service through the lot or onto Barbam Blvd., Ventura Blvd., Cahuenga Blvd., Moorpark Street or Riverside Drive.

Numerous places in the Metro DEIR unavoidable impacts are listed, so adding the Evolution to these mitigations will make those unavoidable impacts even more pronounced. Plus, the Metro mitigations do not reduce the level of significance for Studio City, because Studio City is listed as only a hillside community. Studio City's boundaries are: (from the SCNC Bylaws)

NORTH: Coldwater Canyon Boulevard where it intersects US-101 (Ventura Freeway); Ventura Freeway; US-101 / CA-134 / CA-170 freeway interchange.
EAST: US-101 / CA-134 / CA-170 freeway interchange; US-101 (Hollywood Freeway); Vineland Avenue; Whipple Street; Lankershim Boulevard to Fredonia Drive (excluding the two-acre parcel on the west side of Lankershim owned by Universal Studios, described as Lots 1, 2 and 3 of Tract 25507 and portion of lot 279 of Lankershim Ranch and Water Company, also know as the "Hotel / Post Office parcel"); the border between zip codes 91604 and 90068; border between zip codes 91604 and 90068 where it intersects Mulholland Drive (just west of Torryson Place at approximately 7700 Mulholland Drive).
SOUTH: Border between zip codes 91604 and 90068 where it intersects Mulholland Drive (just west of Torryson Place at approximately 7700 Mulholland Drive); Mulholland Drive; intersection of Mulholland Drive and Split Rock Road.
WEST: Intersection of Mulholland Drive and Split Rock Road; sightline to the southern terminus of Longridge Avenue; Longridge Avenue; (all following descriptions are the border between zip codes 91604 and 91423 until it reaches the intersection of Kling Street and Coldwater Canyon Boulevard) Ventura Boulevard; Fulton Avenue; Valleyheart Drive north of the Los Angeles River; Ethyl Avenue; Sarah Street; Van Noord Avenue; Kling Street; Coldwater Canyon Boulevard; Coldwater Canyon Boulevard where it intersects US-101 (Ventura Freeway).

The errors and omissions related to Studio City were outlined in the responses from the SCNC, Studio City stakeholders, including myself, during the Metro DEIR process. I am disappointed that these changes were not made in the Evolution DEIR. Many of the documents provided by the Evolution DEIR are outdated and need to be updated. The city is currently rationing water, brown outs have occurred at times and schools are no longer year round, to name a few.

The current DEIR puts all of the services required by a residential community to be placed in the City of Los Angeles at a time when the current residents are receiving little to no services. All of the southeast valley schools are filled over capacity. The current residents are being bombarded with increasing fees but streets, sewer capacity, water, power and all other services are being reduced. The infrastructure of the southeast valley cannot absorb any further development without a restructuring and improvement to the infrastructure. The current capacity of the 101, 134 and 170 freeways and Lankershim Blvd, Ventura Blvd, Cahuenga Blvd. and Barham Blvd. must be improved if the proposed Metro and/or Evolution developments are to go forward in any form.

How do the southeast valley communities absorb any more density with the currently proposed mititations? What types of jobs are really being proposed? Where are the community safeguards and involvement in the decisions? When are the current residents considered in the project compliance? How can unavoidable impacts be reduced to a level of insignificance, instead of being proposed at all?

I request that a combined EIR is for both the Metro/Universal Project and the NBC

Universal Evolution Plan be required for these two developments and that no shared mitigations be considered.

PROPOSED NBC UNIVERSAL EVOLUTION PLAN
COMMENTS and QUESTIONS
By Barbara Monahan Burke January 11, 2011

There must be recognition of the vast cumulative negative impact on the surrounding communities the proposed NBC Universal Evolution Plan (Evolution) in combination with the proposed adjacent Metro Project (Metro). Nothing will be able to mitigate the destructive impacts these projects will have on the scale, character and the quality of life in our community, Studio City.

This report will deal with the impacts on LADWP water and electrical usage, as well a waste sanitation, with a few other items brought up in these sections.

We, the Los Angeles ratepayers, are always asked to CONSERVE water and energy and create GREEN scenarios as best we can. In fact, the residents over the past quarter century have succeeded far better at conservation than commercial and industrial businesses overall. Yet, here we have a so-called inevitable giant project on a modest parcel that until now has coexisted with the surrounding predominantly R1-1 residences. The proposed increased density is unacceptable for our San Fernando Valley suburban area. We are not urban downtown and do not aspire to become "Times Square West."

In addition, there is a proposal for not only a jail but also a prison surrounded by existing R1-1 residential and modest commercial areas. This is absolutely inappropriate and even dangerous to our community that works so hard to try to achieve safety for our neighborhoods.

Open-space living, especially along the proposed green spaces by the Los Angeles River, is essential for our residents and workers. We need a broad space-allotment on both sides of the Los Angeles River to provide walking trails, bikeways for recreation and travel for work including spots for enjoying nature. It is wasteful of our PUBLIC OPEN SPACE to claim only a 12-foot right-of-way is there for active or passive activities beyond the concrete walls of the current channel – that beyond being proposed as available for a planned roadway and conduit for the LADWP projects. Again, inappropriate and unacceptable.

The terms of the LADWP agreement refer to both 30 and 50 year time frames for the city water usage and the county water usage respectively. Why is it different? 30 years appears more frequently for the city than the 50 years for the county. Both terms of agreements (with the city and the county) should be the same. The county claims better terms, but both should be in perpetuity. As it is, the other ratepayers will eventually have to put up with higher rates for, again, lesser usage by them. The water and power rates will skyrocket anyway as the adjoining areas' density increases dramatically (in our eyes for the worse) with the unmitigated affects of the proposed development dropped into the midst of Studio City without consideration for those who already live and work in the area.

In the 1955's agreement, potable water could be recycled but not reclaimed. Now, without essential transparency to our stakeholders, the LADWP "recycled" water is defined as "recycled" as well as "reclaimed" water. Only true "recycled" water should be allowed as "potable" water alongside natural spring water, natural aquifer water. Clean up the San Fernando Valley Aquifer and use it as natural water – do not put sludge over it and call the resulting water "recycled," it would be "reclaimed" with all the involved chemicals added to and within the original sewage, nothing natural about it.

The charts for proposed water usage, in all instances industrial waste permits should be mandatory for the industries.

We already have police DUI stops at Ventura Boulevard by Lankershim Boulevard and at Laurel Canyon by Ventura Boulevard because of excessive alcohol and drug use of drivers in Studio City. The last thing we need are more bars.

Shocked is the only work that comes to mind to describe the feeling when I read of the proposed shooting range. With increased above-ground gang activity in Studio City and an increase in area murders, it is disturbing to see "shooting" proposed. Inappropriate and unacceptable.

The turf for the Lakeside Golf Course should be handled organically, both for handling pests and fertilizing. It is possible, and it is essential given Evolution's proximity to the Los Angeles River. We all work to honor the Los Angeles River, the intent of the Los Angeles River Improvement District, and this developer should, too.

In specifying irrigation schedules, the LADWP should urge watering in the morning. Evening water allows pests and diseases to thrive.

Surplus Water Supply
Page 5 of 15 #2.2.1 – Leaving the final decision to the LADWP Board of Commissioners is unacceptable. The courts should be able to override any decision by the politically appointed Board of Commissioners.

Page 1 – "Current flow levels" by the Bureau of Sanitation within Studio City are already beyond recommended capacity now as evidenced by the now permanent scrubber located on Radford Street.

The Hyperion Treatment Plant proposed enlargement is unacceptable. With the ensuing loss of open space for the southeast valley, Studio City stakeholders have let officials know at numerous meetings that the little open space we have left must be preserved.

Page 2.6 – Default – 24 months is too long for water to not be delivered.

California law requires this proposed project's assessment before the DEIR presentation. 4.3 allows the LADWP to provide "recycled" (read recycled/reclaimed) water to Evolution as asked. It should be "potable" unless true recycled without chemicals (not reclaimed) is to be used for irrigation.

There shall be maximum energy efficiency per Title 24 – clean, efficient and renewable. CONSERVATION shall be the first priority for all ratepayers; the Sierra Club agrees. The LADWP should emphasize this.

Use permeable materials wherever possible to maximize infiltration of ground water.

The combination of trees, water and air working together creates a balance, a healthy environment dependent on each part. Our open space situation is healthful for us and other creatures, must be created. Evolution will bring density and disproportionate building at the expense of the trees, water and air and other living occupants of the area.

The practice of releasing hotter air from inside to outside might help the energy usage of proposed project building, but that in turn heats up the outside air not only for the project area but also for areas in the general vicinity of the project. That negatively affects our adjacent community directly, Studio City, forever.

Page 7 – Okays shall be by the city, not (as suggested) by the project personnel. This demands transparency.

Page 16 – Safety and security are essential. Once that thresh-hold is reached, no extra light shall be used because that is unhealthy for plants as well as people.

We decry the waste of energy Sign Districts would need, as well as the loss of "darkness."

Increase penalties for delay in water replacement.

With increased use of on-site water infiltration, storm drainage should decrease dramatically. Supervisor Zev Yaroslavsky is a proponent of on-site infiltration.

Finally, always replace annual water supplies with naturally achieved potable water, not reclaimed.

Transportation Comments & Questions from Todd Royal

RE: DEIR Case Number:
ENV-2007-0254-EIR

Section One: Overall Comments and Questions

1. The project's timeline for completion is 20 years - is that a best-case scenario or are there issues that could cause this project to take longer to build? What is the project takes longer; what additional transportation mitigation measures would then take place?
2. Is the City of Burbank and City of West Hollywood under any legal or moral obligation to do all or any of the recommended mitigation measures?
3. What happens to the 101 freeway if Caltrans does not complete all of the recommended mitigation measures? Where does the State of California get the money to complete all recommended construction? How long will it take for the construction to be completed if the State of California only partially comes up with the ONE HUNDRED MILLION DOLLARS that is being projected to complete all 101-freeway construction? Is there anything in Caltrans's current or future budget to construct everything that needs to take place to the 101-freeway for all mitigation measures?
4. Since this project is being touted as a Transportation Oriented Development (TOD) does the heavier use of the Red Line significantly influence the already 250 million dollar operating deficit the Metro is currently experiencing. When does the Metro believe it will no longer be operating at a loss? Who covers the greater use of the Red Line costs -- the more the Red Line, Light Rail, Bus Rapid Transit (BRT) or other forms of Metro's public transportation are put into use the more the Metro and ultimately the taxpayer lose money. My question is, if this project touts the additional usage of the Red Line will NBC Universal, Comcast or whatever entity owns the development cover the additional expense of the Red Line?
5. What is the maximum daily capacity of the Red Line? Can additional cars be added to it and if so, who pays for that cost? Can adding additional tunnels or light rail to handle additional riders expand the Red Line and if so, who covers those costs?
6. How many riders are projected for the Red Line each year during construction and when the project is completed. This would projected ridership for all phases of construction. Are construction workers included in these numbers?
7. What specifically is Universal going to do to make employees and guests use the Red Line, buses, Carpools, Vanpools, Telecommuting or other forms of mitigation measures specifically mentioned in the DEIR to get people out of their cars. What are the incentives to make people get off congested roads and the 101 freeway?
8. Who oversees and enforces all traffic mitigations? What happens if they are not completed? What is the time-frame for completion?

9. In Studio City there is currently either proposed or under construction the Colfax Bridge, LA DWP Trunk Line Replacement Projects(s) and the Equinox Gym on Ventura Boulevard which will and are greatly affecting vehicular and pedestrian mobility - have any of these projects been factored into traffic counts or mitigation measures?

End General Comments and Questions.

Section Two: Page Number(s) Comments and Questions from the DEIR

- Page 54 P#1: When the term "unavoidable or significant impacts" are mentioned who then pays the cost to correct that problem? Is it the taxpayer? Is it Universal or a combination thereof? If the taxpayer then does the taxpayer receive any type of financial incentive such as a dividend check from NBC Universal if they are within 5 miles of the project? Will the City of Los Angeles out of the General Fund have to make all necessary traffic mitigation measures? What happens if the City of Los Angeles declares bankruptcy do those contracts related to traffic mitigation become invalid?

- Page 54 P#2: With furloughs and layoffs significantly impacting the Los Angeles Department of Transportation (LADOT) where do they get the resources and manpower to ensure all traffic mitigation measures before, during and after construction are completed?

- Page 58 (A): Sharing of Mitigation Measures - if mitigation measures are shared then why are there two separate DEIR's?

- Page 67 Mitigation B-22: Does Caltrans have the money in their budget currently or in the future to determine if a signal is required? Do either Caltrans or LADOT have the money and resources to study the proposed traffic signal study?

- Page 68 Mitigation B-27, B-28, B-29, B-30, B-31, B-33, B-34, B-35, B-36, B-37 and B-38: What if the City of Burbank does not have the money in their current or future budgets to implement the above mitigations? What if the City of Burbank refuses to have their Traffic Signal Interconnect and Signal Timing System and their Citywide Signal Control System interfaced with this proposed project.

- Page 73 (E): What alternate routes are being suggested for motorists? It's not said in the DEIR of any specific routes. Hollywood is a world-renowned tourist destination and drivers could use specific routes and direction to popular destinations within the Hollywood Event Management Infrastructure. This specificity would cut down on vehicular congestion,

smog, increase air quality and reduce carbon emissions that lead to Global Warming.

- Page 74 Mitigation B-40: Who enforces construction workers not parking in adjacent neighborhoods like Studio City?

- Page 74-75 Mitigation B-41: Who enforces no construction traffic of any kind does not go into residential streets and the continued enforcement of no construction traffic or hauling not taking place on Ventura Boulevard? The Ventura Boulevard Cahuenga Specific Plan prohibits construction hauling and truck traffic.

- Page 45: Please explain the words, "substantial inconvenience to auto travelers?"

- Page 46: What study or criteria are used for projecting traffic to the year 2030?

- Page 47: Half of the 148 signalized study intersection would be significantly impacted - does this include the City of Burbank?

- Page 48: Under the section TRANSIT ANALYSIS who pays for the additional transit trips if the Metro already operates at a 250-275 million dollar loss?

- Page 50: Construction; why are there 2 DEIR's and not one if the projects occur at the same time?

- Page 50: Where does the City of Los Angeles and Caltrans get the money for additional roadway improvements?

- Page 52 Neighborhood Intrusion and Project Access: Why is it acceptable to the City of Los Angeles to have significant and unavoidable intrusions into Studio City neighborhoods?

- Page 53 Supplemental Caltrans Analysis: This could result in significant cumulative impacts at the analyzed freeway segments - will Caltrans contribute the money and time for construction to alleviate these problems?

- Page 54: Why would LADOT and the City of Los Angeles allow significant impact or impacts to remain?

- Page 58 (A) iii Mitigation Measures (Sharing of them with Metro Project): Who exactly does what traffic mitigation measures if they are shared? The DEIR does not state the specifics.

- Page 71 Mitigation Measure B-39: What is the traffic threshold to warrant a new signal? Why won't it be installed now if there will be a significant project impact until one is installed?

- Page 73: What is the Hollywood Event Management Infrastructure?

- Page 77 Weaving: What constitutes a "fair share contribution?"

- Page 84: Why is it acceptable to have 6 freeway segments on the 101 South Freeway and 170 be left with significant impacts? Who pays to alleviate that additional freeway congestion because of this project?

- Page 255: Why is it acceptable to be left with significant and unavoidable impacts?

- Page 257 (2) Operations (i) Roadway Intersection: Intersections 22, 23, 29, 30, 33, 35, 36, 73, 82 - if the City of Los Angeles permit process can't be completed then a significant impact or impacts remain then why is the project allowed to go forward? With AB 32 The Global Warming Solutions Act this means not only will traffic be worse but noise, air quality, solid waste and off-site mitigation measures also grow worse and under AB 32 this is against the law.

- Page 259 (v) Supplemental Caltrans Analysis: Where does Caltrans get the money for their part(s) of the mitigation measures?

End Section Two Specific Comments and Questions

Section Three: Appendix E-2 LADOT Assessment Letter

- Page 3 (C). Traffic Oriented Development (TOD): How does a project that produces over 36,000 vehicles trips a day promote TOD and conform to AB 32?

- Page 5 Part II. Project Transportation Mitigation Program: "no feasible mitigation measures were identified," why is that phrase acceptable under CEQA and AB 32?

- Page 5 (A): What specific, "inherent incentives" are being provided for employees, visitors and tenants?

- Page 6: Will the TDM Program include everything listed? Especially GUARANTEED ride home program and IRS Code 132(f) for pre-tax dollar transit commute expense accounts?

- Page 12: What happened to an East-West road as originally proposed?

- Page 28 Conclusions: Eight unmitigated traffic impacts are mentioned; why is that acceptable?

Lisa:

I have some thoughts on Universal.

I know your team is spending tons of time dealing with notes and commentary on the EIR.

But I was thinking that we should also be taking a longer term view of the Universal project. As you know every 10 or so years they come up with a revision. The billion dollar price tag is a business and economic decision for the company that keeps getting bought and sold.

I think we need to see if anyone can tell us what this project does to the "bottom line"

I would also volunteer to organize another sub group to collect information. I am thinking that SC needs to think in "big terms" what it is that we want to preserve
1. Green space
2. Traffic circulation
3. Specific "do-able" quality of life issues.. that we can name

Then we need to see if for example they will give us a greenbelt that is permanent. Maybe they can create a non-profit to hold the golf course.. Yes I am talking big thinking. What do we want protected?

Then I think a listening tour should have some contact with Burbank which is another town over run with show biz.. maybe Anaheim adjacent to Disneyland.. to find out the good, the bad and the better ideas based on experience.

My census stats show that locals communte.. not what we expected... that taints the use local talent... we need to expect traffic....

I also think we need to talk with businesses... they will allocate areas for shops that will make out Village area a Dead Zone

Would be more accepting if there was a tax credit for hiring with X miles for the employee... or the employer... They think big, hoping to have the city absorb all the infra structure expenses...AND they have the 800 gorilla power to change city and county lines, so this stuff that we come up with may be a real possibility.

We should be looking at a position of how to make this work for us... I think we know that some of it will come to fruition.. what can we do to make it work for us...??

Another point---Equinox s gone from our radar.. but I am betting that the new owner is not gone from Kerkorian's radar.. what is he asking around for???

I know we'll have a busy agenda and don't want to side track you from the immediate task at hand. Joann

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STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name:___Yuval Ron
Address: 12400 Ventura blvd suite 1025 studio city ca 91604

May we use it? no

Email Address:_yuval@yuvalronmusic.com

The comments and questions will be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

We strongly object for proposed NBC Universal Evolution Plan as it may result in 36,000 additional car trips into the Studio City area with little to no traffic mitigations. Together, with the 2,937 unit residential district on the back lot this plan would lower the quality of life in Studio City, will lower the value of our property, will increase the pollution and strain on the natural environment and infrastructure of Studio City. PELASE STOP THIS AND ANY OTHER LARGE DEVELOPMENTS in Studio City. WE, the residents, the people who vote, do NOT want these developments in our little Studio City.
Please listen!

Date: Wednesday, January 26, 2011 2:43 PM

From: dfrady@roadrunner.com

To: hippolady@roadrunner.com

Subject: Re: NBC Universal Evolution Plan

Our comment is simple. There is too much traffic and the variances that the City Council always gives to the builders just makes a bigger mess.

--
Carol or Dennis Frady

---- hippolady@roadrunner.com wrote:
> Dear Neighbors -
>
> I'm sure you have heard about the proposed NBC Universal Evolution Plan and it 20 year construction window. It proposes to bring more than 36,000 car trips into the Studio
> City area with little to no traffic mitigations. Also, proposed is a 2,937 unit residential
> district on the backlot which will be entirely within the limits of the City of Los Angeles.
> The city will be responsible for all services and infrastructure.
>
> If you want to learn more, please go to www.scnc.info and clink on the Draft Environmental
> Impact Report link.
>
> Attached is a comment form which must be submitted by February 4, 2011. Please write any
> question you would like answered by the developer and email it to me or fax it to (818) 980-1011.
>
> This is just the first process. Public hearings will begin after the Final Environmental
> Impact Report is published.
>
> Thank you for your support. Lisa

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Date: Wednesday, January 26, 2011 10:40 PM

From: John A. Mozzer <jamworks@earthlink.net>

To: sczo@roadrunner.com

Subject: Re: NBC Universal Evolution Plan

I wonder what Comcast thinks about it.

http://www.engadget.com/2011/01/18/fcc-approves-comcasts-purchase-of-nbc-justice-department-up-ne/

-----Original Message-----
>From: sczo@roadrunner.com
>Sent: Jan 26, 2011 2:37 PM
>To: sczo@roadrunner.com
>Subject: NBC Universal Evolution Plan
>
>Dear Neighbors -
>
>I'm sure you have heard about the proposed NBC Universal Evolution Plan and it 20 year construction window. It proposes to bring more than 36,000 car trips into the Studio
>City area with little to no traffic mitigations. Also, proposed is a 2,937 unit residential
>district on the backlot which will be entirely within the limits of the City of Los Angeles.
>The city will be responsible for all services and infrastructure.
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>If you want to learn more, please go to www.scnc.info and clink on the Draft Environmental
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STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name: Toby and Cindy Northcote-Smith
Address: 4078 Kraft Ave, Studio City, CA 91604
May we use it? Yes
Email Address: Tobyns@sbcglobal.net

The comments and questions will be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

Both my wife and I are opposed to the expansion of universal.

Our prime concerns are:

1. Increased congestion. Our roads are already too busy. Particularly Ventura Blvd. Laurel Canyon ect.
2. Stress on local infrastructure and shops. Trader Joes couldn't be any busier as it is.
3. Increased crime. There has been an increase in crime over the past few years. We believe this is as a result of the increased population density as a result of condo/apartment
4. Degraded Education. Our schools are already reaching capacity. LAUSD is at breaking point. The extra curriculum services that the parents organizations will struggle to maintain the current levels of support that keep property values and studio city what it is.

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STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name: LANA FORD

Address: 4377 Colfax Ave #23

Email Address: lana@lanaford.com May we use it? yes

The comments and questions to be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

(1) What is the forecast from Universal NBC/Comcast for the company's workforce growth during this time of development?

(2) What are the Responses/Recommendations from their corporate Neighbors - Disney/ABC + Warner Brothers? And for that matter - CBS needs to be included as a Studio City Corporate Player in this too.

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STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name: LANA FORD

Address: 4377 Colfax Ave #23

Email Address: lana@lanaford.com May we use it? yes

The comments and questions to be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

Has there been any contact with the Tree People Association to join forces with lobbying for saving the Heritage Trees?

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STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name:John and Linda Mattingly

Address:11565 Dilling St Studio City 91604

May we use it? Yes

Email Address:lcmattingly@earthlink.net

The comments and questions will be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

We are fully supportive of the Universal development. Thank you.

From: gsilver4@sbcglobal.net
Subject: NBC/Universal Evolution Plan - ENV-2007-0254-EIR,
Date: Tue, January 18, 2011 11:06 am
To: "Zev Yaroslavsky" <Zyaroslavsky@lacbos.org>,jon.foreman@lacity.org
Cc: "Tom LaBonge" <councilmember.labonge@lacity.org>,"Jennifer Driver" <jennifer.driver@lacity.org>,"Priya Mehendale" <priya.mehendale@lacity.org>,"Karo Torossian" <karo.torossian@lacity.org>,"Jeffrey Ebenstein" <jeffrey.ebenstein@lacity.org>,"Shawn Bayliss" <shawn.bayliss@lacity.org>,"Thomas Glick" <tom.glick@lacity.org>

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Phone (818)990-2757

January 18, 2011

Jon Foreman – Senior City Planner
Los Angeles City Planning Department
200 N. Spring St. Room 601
Los Angeles, CA 90012
jon.foreman@lacity.org

Case No. ENV-2007-0254-EIR, Clearinghouse Number:2007071036

Project Location: 100 Universal City Plaza, Universal City, CA 91608

Proposed Project: The NBC Universal Evolution Plan (the "Project") includes the development of a 391-acre site in the east San Fernando Valley near the Cahuenga Pass (the "Project Site"). The Project, as proposed, would involve a net increase of 2.01 million square feet of new commercial development, including 500 hotel guest rooms and related hotel facilities. A total of 2,937 dwelling units would be developed. Implementation would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

We object to the traffic, noise, congestion, infrastructure damage and pollution that the 2.01 million square feet of new commercial development including 500 hotel guest rooms and 2,937 dwelling units will bring to the San Fernando Valley, and the entire region. This massive amount of new development simply cannot be sustained by the existing infrastructure, regardless of the meager "mitigations" that are proposed.

We ask that the City and County reject the draft EIR for this project. The draft EIR prepared by Matrix Environmental is "authoritative" looking on the surface, but is grossly inadequate and fails in its findings. The draft EIR is devoid of meaningful mitigation measures and contains many flawed conclusions. The lengthy document obfuscates traffic, congestion and

infrastructure problems while going on at length about tangential matters and ignores mitigation measures that are required by CEQA. Throughout the draft EIR the preparer reaches faulty conclusions claiming impacts are reduced to "less than significant" when in reality the impacts are significant.

We ask that the City and County not approve any discretionary approvals, including annexation changes, zone changes, height district changes, vesting zone changes, general plan amendments, specific plan amendments, variances, exceptions or conditional use permits for this project. The project will create environmental problems that cannot be mitigated. We ask that you deny the applicant's requests described below:

We oppose the adoption of a Specific Plan to regulate development within the City portions of the Project Site; General Plan Amendment to Regional Commercial land use designation for the City portions of the Project Site; the removal of a small portion of the Project Site from the Mulholland Scenic Parkway Specific Plan; Zone Change and Code Amendment to effectuate the new Specific Plan; Tentative Tract Maps for mixed-use development (including residential condominiums with accompanying Development Design Guidelines); Development Agreement; Pre-Annexation Agreement; Haul Route Permit(s); Grading approvals; establishment of Community Facilities/Mello-Roos Districts and any additional actions that may be determined necessary.

We oppose the Applicant's request for the following discretionary approvals from the County of Los Angeles for those portions of the Project Site that are located within the unincorporated portions of Los Angeles County: adoption of a Specific Plan to regulate development within the County portions of the Project Site; General Plan Amendments to establish a Specific Plan land use designation, delete an on-site road designation (the "East-West Road") as set forth in the County's General Plan Circulation Element and amend the Urban Form Policy Map to change the project site designation; Zone Change to effectuate the new Specific Plan; Tentative Tract Map; Grading Approvals; Development Agreement; and any additional actions that may be determined necessary.

We oppose the Applicant's request for modification to the City and County jurisdictional boundaries through a Petition for Reorganization application with the Local Agency Formation Commission (LAFCO) and an amendment to the City's sphere of influence.

Our members strongly oppose granting any annexations, zone changes, height district changes, vesting zone changes, general plan amendments, specific plan amendments, variances, exceptions or conditional use permits for this project. We ask that you deny the applicant's requests, based in part upon the following facts:

1. The proposed location will not be desirable to the public convenience or welfare and is not proper in relation to adjacent uses and development of the east San Fernando Valley. The object here is to determine what is harmonious with the neighborhood and community, not what will maximize the Applicant's profits.

2. The uses will be materially detrimental to the character of the development in the immediate neighborhood, and other projects in the east San Fernando Valley. This project is totally out of scale with the adjacent community. The local roadway and circulation system cannot handle this massive increase in housing and commercial development.

3. The proposed location will not be in harmony with the various elements and objectives of the existing community plans. Exceptions, zone changes and variances are not needed to build on this property. Rather, this is a situation where the Applicant simply wants exceptions to the rules, to make this project more valuable, at a cost to the community.

Benefits to this Applicant should not be the major determinant. Rather, the focus should be on this project's impact on the neighborhoods. Moreover, the Applicant was aware of all restrictions on this property when he purchased the property. He can build and use his property rights without the exceptions requested.

4. The project's location will adversely affect the traffic in the east San Fernando Valley and result in increased congestion. The proposed use will detrimentally impact traffic on the Hollywood Freeway, Barham Blvd., Cahuenga Pass and the surrounding street grid, an area already heavily congested. Adding thousands of new trips will make traffic even more unbearable throughout the day and evening. This section of the east Valley has many F level intersections and cannot handle increased trips.

5. Granting any of the Applicant's requests will have severe negative impacts on local residents, and others living in the San Fernando Valley. It would allow a massive amount of commercial and residential development that cannot be sustained by the local infrastructure.

On behalf of our members, and the thousands of San Fernando Valley residents that are daily impacted by noise, traffic and congestion, we ask that you not approve the discretionary actions that are requested.

Cordially yours,

Gerald A. Silver

Gerald A. Silver, President

Attachments:

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Rita C. Villa
Comments on the NBC Universal Evolution Plan
February 2, 2011

My questions and comments will only be related to the 'Summary of Significant and Unavoidable Impacts' and 'Growth Inducing Impacts.'

The Studio City area is impacted by traffic and parking issues. There is minimal traffic circulation within this area. Adding the proposed Project, without mitigating all of the significant and unavoidable impacts will exacerbate the problem.

Studio City is the gateway to the San Fernando Valley and studies show that the 101, 134 and 170 freeways should have had additional lanes added to them since 1994. Direct interchanges to and from each of these freeways should be added. The Project's proposed shared mitigations with the Metro Universal Project will only create even more significant and unavoidable impacts. The Metro Universal Project DEIR included significant and unavoidable impacts in the same locations as the NBC Universal Evolution Plan DEIR shows.

Each of the noted significant and unavoidable impacts is unacceptable to the Studio City community. The project must be reduced in size to eliminate all significant and unavoidable impacts.

Recent development has doubled the number of rental and condo units in Studio City. Between 2005 and 2008, 600 plus units were added to the housing stock. Many of these units are unsold or not rented. There are more available units in Studio City than at any other time.

Studio City has a 'scrubber,' installed on Radford Avenue because of the over burden on the sewer system. We have been told that an additional 'scrubber' will be installed soon. What will the applicant install to improve the infrastructure in the Studio City area? Growth without infrastructure improvements is unacceptable. Additional housing is not needed in the Studio City area, commercial development is needed. Too many of the manufacturing and commercial properties have already been converted to residential use. The loss of revenue generating commercial and manufacturing properties must be stemmed. This proposed Project will not increase sewer capacity or create connections to previously unserved area?

The proposed Project DEIR shows that students will be required to attend schools on the other side of the hill. There is already so much traffic on the streets leading over the hill that this is not feasible solution. Land for schools must be required to be set aside within the Project site. I specifically want to know where the filming currently taking place the back lot will be done in the future.

Court decisions have limited the reliance that can be places on the use of future estimates for growth and traffic. This DEIR relies heavily on the use of estimates many of which have been questioned by the City of Burbank as being understated. These calculations should be revised so that they are more realistic.

There are shortages of electricity and water throughout Southern California. Those resources are not endlessly renewable. The Project as proposed would place very heavy demands on resources that already being rationed. The City of Los Angeles should not accept the financial responsibility for the services required for the residential district while giving up the revenue from the commercially zoned portions of the project that will result from the annexation and detachment proposed in the DEIR.

The Southeast Valley is suburban and not urban. This area is not a regional center. The proposed Project must be reduced in size. As proposed it will overtax the infrastructure and will further congest all aspects of the surrounding communities. It will significantly and adversely impact the quality of life in Studio City. The Project as proposed must not be allowed to proceed.

TRANSPORTATION ATTACHMENTS

ATTACHMENT 1

Table 17
Analyzed 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

ATTACHMENT 1 PG 2

Table 17 (Continued)
Analyzed Intersections

No.	Intersection	Jurisdiction
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
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 [b]	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

ATTACHMENT 1 PG 3

Table 17 (Continued)
Analyzed Intersections

No.	Intersection	Jurisdiction
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
50 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/Blue Mesa 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

ATTACHMET 1 PG 4

Table 17 (Continued)
Analyzed Intersections

No.	Intersection	Jurisdiction
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
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

ATTACHMENT 1 PG5

Table 17 (Continued)
Analyzed Intersections

No.	Intersection	Jurisdiction
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]	[illegible]	[illegible]
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

[a] *Intersection is uncontrolled.*
[b] *Intersection is controlled by stop signs on minor approach.*
[c] *Denotes Congestion Management Program (CMP) arterial monitoring station.*

Source: Gibson Transportation Consulting, Inc., March 2010.

32 IN S.C. (INCLUDING UNIVERSAL)
4 W/I A FEW BLOCKS OF S.C. APPROACHING S.C.

ATTACHMENT 2

Table 18
Level of Service Definitions for Signalized Intersections
(Critical Movement Analysis Method)

Level of Service	Intersection Capacity Utilization	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, Transportation Research Circular No. 212, Interim Materials on Highway Capacity, 1980.

Table 19
Level of Service Definitions for Unsignalized Intersections
(2000 Highway Capacity Manual Unsignalized Method)

Level of Service	Average Control Delay per Vehicle (seconds)
A	< 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

Source: Highway Capacity Manual, Transportation Research Board, 2000.

ATTACHMENT 3

Table 20
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
1. [a]	Colfax Avenue &	A.M.	0.580	A
	Ventura Boulevard	P.M.	0.840	D
2. [a]	Kraft Avenue/SR 170 SB Off-Ramp &	A.M.	0.471	A
	Riverside Drive	P.M.	0.425	A
3. [a]	Tujunga Avenue &	A.M.	0.944	E
	Riverside Drive/Camarillo Street	P.M.	0.849	D
4. [a]	Tujunga Avenue &	A.M.	0.487	A
	Ventura Boulevard	P.M.	0.659	B
5. [a]	Eureka Drive &	A.M.	0.464	A
	Ventura Boulevard	P.M.	0.552	A
6. [a]	Lankershim Boulevard &	A.M.	0.799	C
	Magnolia Boulevard	P.M.	0.726	C
7. [a]	Studio City Place &	A.M.	0.411	A
	Ventura Boulevard	P.M.	0.562	A
8. [a]	Vineland Avenue &	A.M.	0.513	A
	Magnolia Boulevard	P.M.	0.734	C
9. [a]	Vineland Avenue/Lankershim Boulevard &	A.M.	0.933	E
	Camarillo Street	P.M.	0.725	C
10. [a]	Vineland Avenue &	A.M.	0.809	D
	Riverside Drive	P.M.	0.559	A
11. [a] *	Vineland Avenue &	A.M.	0.871	D
	Moorpark Street	P.M.	0.793	C
12. [a]	Vineland Avenue &	A.M.	0.433	A
	Whipple Street	P.M.	0.364	A
13. [a]	Vineland Avenue &	A.M.	0.307	A
	US 101 NB Off-Ramp	P.M.	0.282	A
14. [a]	Vineland Avenue &	A.M.	0.687	B
	Ventura Boulevard	P.M.	0.821	D
15. [b]	SR 134 EB On-Ramp e/o Vineland Avenue &	A.M.	47.6	E
	Riverside Drive	P.M.	34.1	D
16. [a]	Plaza Parkway &	A.M.	0.538	A
	Ventura Boulevard	P.M.	0.381	A
17. [a]	Riverton Avenue/Campo de Cahuenga Way &	A.M.	0.444	A
	Ventura Boulevard	P.M.	0.406	A
18. [a]	Lankershim Boulevard &	A.M.	0.681	B
	SR 134 WB Off-Ramp	P.M.	0.429	A
19. [a]	Lankershim Boulevard &	A.M.	0.850	D
	Riverside Drive	P.M.	0.775	C
20. [a]	Lankershim Boulevard &	A.M.	1.033	F
	Moorpark Street	P.M.	0.847	D
21. [a]	Lankershim Boulevard &	A.M.	0.722	C
	Whipple Street	P.M.	0.317	A
22. [a]	US 101 NB Ramps &	A.M.	0.077	A
	Campo de Cahuenga Way	P.M.	0.408	A

* TWO BLOCKS OUTSIDE OF STUDIO CITY

ATTACHMENT 3 A92

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
23. [a]	Metro Driveway &	A.M.	0.000	A
	Campo de Cahuenga Way	P.M.	0.231	A
24. [a]	Cahuenga Boulevard &	A.M.	1.141	F
	Magnolia Boulevard	P.M.	0.963	E
25. [a]	Cahuenga Boulevard &	A.M.	0.712	C
	Huston Street	P.M.	0.463	A
26. [a]	Cahuenga Boulevard &	A.M.	0.989	E
	Camarillo Street	P.M.	0.649	B
27. [a]	Cahuenga Boulevard &	A.M.	0.465	A
	SR 134 WB Off-Ramp	P.M.	0.408	A
28. [a]	Cahuenga Boulevard &	A.M.	0.666	B
	SR 134 EB Ramps	P.M.	0.550	A
29. [a]	Cahuenga Boulevard &	A.M.	0.671	B
	Riverside Drive	P.M.	0.741	C
30. [a]	Cahuenga Boulevard &	A.M.	0.624	B
	Moorpark Street	P.M.	0.576	A
31. [a]	Cahuenga Boulevard &	A.M.	0.382	A
	Whipple Street	P.M.	0.251	A
32. [c]	Cahuenga Boulevard &	A.M.	28.1	D
	Valley Spring Lane	P.M.	24.6	C
33. [a]	Lankershim Boulevard &	A.M.	0.484	A
	Cahuenga Boulevard	P.M.	0.354	A
34. [a]	Lankershim Boulevard &	A.M.	0.329	A
	Valleyheart Drive/James Stewart Avenue	P.M.	0.356	A
35. [a]	Lankershim Boulevard &	A.M.	0.431	A
	Main Street	P.M.	0.390	A
36. [a]	Lankershim Boulevard & Campo de Cahuenga	A.M.	0.517	A
	Way /Universal Hollywood Drive	P.M.	0.531	A
37. [a]	Lankershim Boulevard &	A.M.	0.520	A
	US 101 NB Off-Ramp	P.M.	0.445	A
38. [a,d]	Lankershim Boulevard &	A.M.	0.723	C
	Ventura Boulevard/Cahuenga Boulevard	P.M.	0.624	B
39. [a]	US 101 SB Ramps/Regal Place &	A.M.	0.607	B
	Cahuenga Boulevard	P.M.	0.528	A
40. [a]	Ledge Avenue/Moorpark Way &	A.M.	0.627	B
	Riverside Drive	P.M.	0.636	B
41. [a]	Forman Avenue &	A.M.	0.449	A
	Riverside Drive	P.M.	0.536	A
42. [a]	Broadlawn Drive &	A.M.	0.487	A
	Cahuenga Boulevard	P.M.	0.307	A
43. [a]	Universal Center Drive/Universal Studios	A.M.	0.065	A
	Boulevard & Buddy Holly Drive	P.M.	0.169	A
44. [a]	Universal Studios Boulevard &	A.M.	0.473	A
	Cahuenga Boulevard	P.M.	0.329	A
45. [a]	Oakshire Drive &	A.M.	0.529	A
	Cahuenga Boulevard	P.M.	0.396	A

ONLY COMMITTED BASE ROADWAY & SIGNAL SYSTEM IMPROVEMENTS (TABLE 21?)
INTERSECTION AFFECTING SIGNAL ONLY OUT OF 36 INTERSECTIONS.

ATTACHMENT 3 PG 3

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
46. [a]	US 101 SB Ramps w/o Barham Boulevard/	A.M.	0.952	E
	Cahuenga Boulevard & Cahuenga Boulevard	P.M.	0.643	B
47. [a]	Barham Boulevard &	A.M.	1.146	F
	Cahuenga Boulevard	P.M.	1.047	F
48. [a,o]	Barham Boulevard &	A.M.	-	E
	Buddy Holly Drive/Cahuenga Boulevard	P.M.	-	E
49. [a]	Oakcrest Drive &	A.M.	0.753	C
	Cahuenga Boulevard	P.M.	0.494	A
50. [a]	Mulholland Drive &	A.M.	0.736	C
	Cahuenga Boulevard	P.M.	0.668	B
51. [a]	Cahuenga Boulevard &	A.M.	0.659	B
	Hillpark Drive	P.M.	0.521	A
52. [a]	Barham Boulevard &	A.M.	0.813	D
	De Witt Drive	P.M.	0.698	B
53. [a]	Barham Boulevard &	A.M.	0.820	D
	Lake Hollywood Drive	P.M.	0.826	D
54. [a]	Barham Boulevard &	A.M.	0.745	C
	Coyote Canyon Road	P.M.	0.668	B
55. [a]	Barham Boulevard &	A.M.	0.973	E
	Lakeside Plaza Drive/Forest Lawn Drive	P.M.	0.880	D
56.	Warner Brothers Studios Gate 7/Gate 8 &	A.M.	0.526	A
	Forest Lawn Drive	P.M.	0.466	A
57.	Memorial Drive &	A.M.	0.402	A
	Forest Lawn Drive	P.M.	0.464	A
58.	Mount Sinai Drive &	A.M.	0.415	A
	Forest Lawn Drive	P.M.	0.408	A
59.	Forest Lawn Drive &	A.M.	0.831	D
	Zoo Drive	P.M.	0.600	A
60. [b]	Forest Lawn Drive &	A.M.	30.8	D
	SR 134 EB Ramps	P.M.	19.3	C
61. [b]	Forest Lawn Drive &	A.M.	**	F
	SR 134 WB Ramps	P.M.	17.7	C
62. [a]	Cahuenga Boulevard/Highland Avenue &	A.M.	0.519	A
	Pat Moore Way/US 101 On-Ramps	P.M.	0.463	A
63. [a]	Highland Avenue &	A.M.	0.643	B
	Odin Street	P.M.	0.523	A
64. [a]	Highland Avenue &	A.M.	0.586	A
	Camrose Drive	P.M.	0.511	A
65. [a,o]	Highland Avenue &	A.M.	-	F
	Franklin Avenue	P.M.	-	F
66. [a,o]	Highland Avenue &	A.M.	-	F
	Franklin Place/Franklin Avenue	P.M.	-	F
67. [c]	Odin Street &	A.M.	**	F
	Cahuenga Boulevard	P.M.	**	F
68. [a]	Cahuenga Boulevard &	A.M.	0.425	A
	US 101 NB Off-Ramp	P.M.	0.754	C

ATTACHMENT 3 PG 4

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
69. [a]	Cahuenga Boulevard &	A.M.	0.739	C
	Franklin Avenue	P.M.	1.170	F
70. [a]	Cahuenga Boulevard &	A.M.	0.764	C
	Hollywood Boulevard	P.M.	0.661	B
71. [a]	Vine Street &	A.M.	0.343	A
	Franklin Avenue/US 101 SB Off-Ramp	P.M.	0.469	A
72. [c]	Lankershim Boulevard &	A.M.	18.1	C
	Muddy Waters Drive	P.M.	19.2	C
73. [b]	Lankershim Boulevard &	A.M.	11.7	B
	Jimi Hendrix Drive	P.M.	13.4	B
74.	Pass Avenue &	A.M.	0.406	A
	Magnolia Boulevard	P.M.	0.529	A
75.	Pass Avenue &	A.M.	0.477	A
	Verdugo Lane	P.M.	0.590	A
76.	Pass Avenue &	A.M.	0.369	A
	Oak Street	P.M.	0.425	A
77. [f]	Evergreen Street/Riverside Drive &	A.M.	0.530	A
	Alameda Avenue	P.M.	0.595	A
78.	Pass Avenue &	A.M.	0.499	A
	SR 134 EB Off-Ramp	P.M.	0.508	A
79. [f]	Pass Avenue &	A.M.	0.599	A
	Alameda Avenue	P.M.	0.713	C
80. [f]	Pass Avenue &	A.M.	0.461	A
	Riverside Drive	P.M.	0.363	A
81. [f]	Olive Avenue &	A.M.	0.673	B
	Pass Avenue	P.M.	0.747	C
82. [f]	Olive Avenue &	A.M.	0.430	A
	Warner Brothers Studios Gate 2/Gate 3	P.M.	0.501	A
83. [f]	Olive Avenue &	A.M.	0.665	B
	Warner Brothers Studios Gate 1/Lakeside Drive	P.M.	0.744	C
84. [f]	Hollywood Way &	A.M.	0.773	C
	Alameda Avenue	P.M.	0.749	C
85. [f]	Cordova Street/SR 134 WB Off-Ramp &	A.M.	0.641	B
	Alameda Avenue	P.M.	0.503	A
86. [f]	Hollywood Way &	A.M.	0.550	A
	Olive Avenue	P.M.	0.681	B
87. [f]	Olive Avenue &	A.M.	0.602	B
	Riverside Drive	P.M.	0.572	A
88. [f]	Lima Street &	A.M.	0.434	A
	Olive Avenue	P.M.	0.396	A
89. [f]	Olive Avenue &	A.M.	0.569	A
	Alameda Avenue	P.M.	0.710	C
90.	California Street &	A.M.	0.335	A
	Riverside Drive	P.M.	0.353	A
91. [f]	Bob Hope Drive &	A.M.	0.622	B
	Alameda Avenue	P.M.	0.636	B

ATTACHMENT 3 PG 5

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
92. [f]	Buena Vista Street &	A.M.	0.750	C
	Alameda Avenue	P.M.	0.838	D
93.	Buena Vista Street/SR 134 EB On-Ramp &	A.M.	0.777	C
	Riverside Drive/SR 134 WB Ramps	P.M.	0.809	D
94. [b]	SR 134 EB On-Ramp/Screenland Drive &	A.M.	33.3	D
	Riverside Drive	P.M.	34.6	D
95. [f]	Buena Vista Street &	A.M.	0.796	C
	Olive Avenue	P.M.	0.776	C
96. [a,d]	Sepulveda Boulevard &	A.M.	1.024	F
	Ventura Boulevard	P.M.	1.221	F
97. [a]	Noble Avenue &	A.M.	0.579	A
	Ventura Boulevard	P.M.	0.707	C
98. [a]	Kester Avenue &	A.M.	0.663	B
	Ventura Boulevard	P.M.	0.635	B
99. [a]	Willis Avenue &	A.M.	0.434	A
	Ventura Boulevard	P.M.	0.549	A
100. [a]	Cedros Avenue (West) &	A.M.	0.551	A
	Ventura Boulevard	P.M.	0.782	C
101. [a]	Cedros Avenue (East) &	A.M.	0.805	D
	Ventura Boulevard	P.M.	0.699	B
102. [a]	Van Nuys Boulevard &	A.M.	0.849	D
	Ventura Boulevard	P.M.	1.003	F
103. [a]	Tyrone Avenue/Beverly Glen Boulevard &	A.M.	0.564	A
	Ventura Boulevard	P.M.	0.772	C
104. [a]	Hazeltine Avenue (West) &	A.M.	0.674	B
	Ventura Boulevard	P.M.	0.619	B
105. [a]	Stern Avenue (West) &	A.M.	0.419	A
	Ventura Boulevard	P.M.	0.427	A
106. [a,d]	Woodman Avenue &	A.M.	0.588	A
	Ventura Boulevard	P.M.	0.587	A
107. [a]	Sunnyslope Avenue &	A.M.	0.374	A
	Ventura Boulevard	P.M.	0.399	A
108. [a]	Dixie Canyon Avenue &	A.M.	0.415	A
	Ventura Boulevard	P.M.	0.491	A
109. [a]	Fulton Avenue &	A.M.	0.603	B
	Ventura Boulevard	P.M.	0.645	B
110. [a]	Valley Vista Boulevard/Ethel Avenue &	A.M.	0.493	A
	Ventura Boulevard	P.M.	0.519	A
111. [a]	Coldwater Canyon Avenue &	A.M.	0.859	D
	Ventura Boulevard	P.M.	1.073	F
112. [a]	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.555	A
	Ventura Boulevard	P.M.	0.661	B
113. [a]	Laurelgrove Avenue &	A.M.	0.459	A
	Ventura Boulevard	P.M.	0.548	A
114. [a]	Vantage Avenue &	A.M.	0.509	A
	Ventura Boulevard	P.M.	0.533	A

ATTACHMENT 3 PG 6

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
115. [a,d]	Laurel Canyon Boulevard &	A.M.	0.869	D
	Ventura Boulevard	P.M.	0.873	D
116. [a]	Radford Avenue/Ventura Place &	A.M.	0.456	A
	Ventura Boulevard	P.M.	0.574	A
117. [b]	US 101 SB On-Ramp n/o Lankershim Boulevard &	A.M.	0.0	A
	Ventura Boulevard	P.M.	0.0	A
118. [a]	Lankershim Boulevard/Tujunga Avenue &	A.M.	0.719	C
	Burbank Boulevard	P.M.	0.835	D
119. [a]	Vineland Avenue &	A.M.	0.805	D
	Burbank Boulevard	P.M.	0.756	C
120. [a]	Cahuenga Boulevard &	A.M.	0.587	A
	Burbank Boulevard	P.M.	0.649	B
121. [a]	Cahuenga Boulevard &	A.M.	0.293	A
	Chandler Boulevard	P.M.	0.478	A
122.	La Cienega Boulevard &	A.M.	0.683	B
	Sunset Boulevard	P.M.	1.031	F
123. [d]	La Cienega Boulevard &	A.M.	0.979	E
	Santa Monica Boulevard	P.M.	0.863	D
124. [g]	Laurel Canyon Boulevard &	A.M.	0.487	A
	Hollywood Boulevard	P.M.	0.700	B
125. [g]	Crescent Heights Boulevard &	A.M.	0.985	E
	Sunset Boulevard	P.M.	0.870	D
126. [g]	Fairfax Avenue &	A.M.	0.824	D
	Hollywood Boulevard	P.M.	0.713	C
127. [g]	Fairfax Avenue &	A.M.	0.611	B
	Sunset Boulevard	P.M.	0.739	C
128. [a,e]	La Brea Avenue &	A.M.	-	D
	Franklin Avenue	P.M.	-	D
129. [a]	La Brea Avenue &	A.M.	0.831	D
	Hollywood Boulevard	P.M.	0.773	C
130. [a]	La Brea Avenue &	A.M.	0.767	C
	Sunset Boulevard	P.M.	0.830	D
131.	La Brea Avenue &	A.M.	0.921	E
	Fountain Avenue	P.M.	0.868	D
132.	La Brea Avenue &	A.M.	0.809	D
	Santa Monica Boulevard	P.M.	0.844	D
133. [a,e]	Highland Avenue &	A.M.	-	E
	Hollywood Boulevard	P.M.	-	E
134. [a]	Highland Avenue &	A.M.	0.612	B
	Sunset Boulevard	P.M.	0.651	B
135. [a]	Highland Avenue &	A.M.	0.834	D
	Fountain Avenue	P.M.	0.658	B
136. [a,d]	Highland Avenue &	A.M.	0.776	C
	Santa Monica Boulevard	P.M.	0.805	D
137. [a]	Kester Avenue (East) &	A.M.	0.515	A
	Ventura Boulevard	P.M.	0.885	D

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Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
138.	San Vicente Boulevard/Clark St &	A.M.	0.829	D
	Sunset Boulevard	P.M.	0.944	E
139. [a]	Cahuenga Boulevard &	A.M.	0.802	D
	Sunset Boulevard	P.M.	0.706	C
140. [a]	Lankershim Boulevard &	A.M.	0.343	A
	Chandler Boulevard (North)	P.M.	0.186	A
141. [a]	SR 170 SB Ramps &	A.M.	0.515	A
	Magnolia Boulevard	P.M.	0.488	A
142. [a]	SR 170 NB Ramps &	A.M.	0.360	A
	Magnolia Boulevard	P.M.	0.435	A
143. [b]	Tujunga Avenue &	A.M.	12.3	B
	SR 170 NB On-Ramp/Private Driveway	P.M.	10.8	B
144. [a]	Coldwater Canyon Avenue &	A.M.	0.416	A
	US 101 NB Ramps	P.M.	0.440	A
145. [a]	Coldwater Canyon Avenue &	A.M.	0.485	A
	US 101 SB Ramps	P.M.	0.449	A
146. [a]	Coldwater Canyon Avenue &	A.M.	0.749	C
	Moorpark Street	P.M.	0.844	D
147. [a]	Laurel Canyon Boulevard &	A.M.	0.580	A
	US 101 NB Ramps	P.M.	0.515	A
148. [a]	Laurel Canyon Boulevard &	A.M.	0.518	A
	US 101 SB Ramps	P.M.	0.541	A
149. [a]	Laurel Canyon Boulevard &	A.M.	0.919	E
	Moorpark Street	P.M.	1.077	F
150. [a]	Colfax Avenue &	A.M.	0.853	D
	Riverside Drive	P.M.	0.709	C
151. [a]	Colfax Avenue &	A.M.	0.739	C
	Moorpark Street	P.M.	0.569	A
152. [a]	Lankershim Boulevard &	A.M.	0.480	A
	Chandler Boulevard (South)	P.M.	0.337	A
153. [f]	Hollywood Way &	A.M.	0.814	D
	Verdugo Avenue	P.M.	0.800	C
154. [f]	Hollywood Way &	A.M.	0.806	D
	Magnolia Boulevard	P.M.	0.869	D
155. [f]	Buena Vista Street &	A.M.	0.601	B
	Verdugo Avenue	P.M.	0.731	C
156. [f]	Buena Vista Street &	A.M.	0.576	A
	Magnolia Boulevard	P.M.	0.846	D
* 157. [c]	Tujunga Avenue &	A.M.	12.8	B
	US 101 SB Off-Ramp	P.M.	16.3	C
* 158. [b]	Tujunga Avenue &	A.M.	10.5	B
	US 101 NB On-Ramp	P.M.	9.6	A
159. [c]	US 101 SB Off-Ramp &	A.M.	14.4	B
	Riverside Drive	P.M.	11.0	B
160. [a]	Vineland Avenue &	A.M.	0.527	A
	US 101 SB Ramps	P.M.	0.369	A

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ATTACHMENT 3 PG 8

Table 20 (Continued)
Existing Conditions
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
161. [b]	US 101 NB On-Ramp &	A.M.	10.2	B
	Moorpark Street	P.M.	12.8	B
162. [c]	Cahuenga Boulevard &	A.M.	**	F
	US 101 SB Ramps	P.M.	69.6	F
163. [c]	Bob Hope Drive &	A.M.	**	F
	SR 134 EB Off-Ramp	P.M.	**	F
164. [b]	SR 134 WB On-Ramp &	A.M.	12.7	B
	Alameda Avenue	P.M.	15.2	C

** *Indicates oversaturated conditions, i.e. long waits at the approaches controlled by stop signs. Delay cannot be calculated.*

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. *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 seconds for the most constrained approach rather than V/C ratio.*
c. *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 on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.*
d. *Denotes CMP arterial monitoring station.*
e. *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.*

Source: Gibson Transportation Consulting, Inc., March 2010.

Existing Conditions
Intersection Peak Hour Levels of Service Summary

Level of Service	Intersection A.M. Peak Hour	Intersection P.M. Peak Hour
A	71	71
B	28	24
C	19	30
D	24	23
E	12	4
F	10	12
Total	164	164

OWP 34

AM	PM
22	19
3	5
3	2
3	4
1	0
0	2
32	32

CCCBG 4

AM	PM
0	1
3	1
0	2
1	0
0	0
0	0
4	4

Table 21
Future With Project With Funded Improvements Conditions (Year 2030)
CMP Arterial Monitoring Stations - Peak Hour Levels of Service

ARTERIAL MONITORING STATIONS

No.		Intersection	Peak Hour	Existing		Future without Project		Future with Project Before TDM Trip Reduction and Mitigations				Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements			
				V/C	LOS	V/C	LOS	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Significant Impact?	V/C	LOS	Change in V/C	Residual Impact?
38.	[a]	Lankershim Boulevard & Ventura Boulevard/Cahuenga Boulevard	A.M. P.M.	0.807 0.723	D C	1.004 0.968	F E	1.057 1.064	F F	0.053 0.095	YES YES	1.041 1.048	F F	0.037 0.079	YES YES	0.969 0.933	E E	-0.035 -0.036	NO NO
96.	[a]	Sepulveda Boulevard & Ventura Boulevard	A.M. P.M.	1.066 1.235	F F	1.296 1.463	F F	1.296 1.463	F F	0.000 0.000	NO NO	1.296 1.463	F F	0.000 0.000	NO NO	1.273 1.463	F F	-0.023 0.000	NO NO
106.	[a]	Woodman Avenue & Ventura Boulevard	A.M. P.M.	0.745 0.744	C C	0.961 1.040	E F	0.982 1.066	E F	0.021 0.026	NO YES	0.974 1.059	E F	0.013 0.019	NO NO	0.940 1.025	E F	-0.021 -0.015	NO NO
115.	[a]	Laurel Canyon Boulevard & Ventura Boulevard	A.M. P.M.	0.933 0.936	E E	1.176 1.105	F F	1.203 1.138	F F	0.027 0.033	YES YES	1.194 1.128	F F	0.018 0.023	NO YES	1.159 1.093	F F	-0.017 -0.012	NO NO
123.	[a]	La Cienega Boulevard & Santa Monica Boulevard	A.M. P.M.	0.941 0.841	E D	1.017 0.888	F D	1.018 0.891	F D	0.001 0.003	NO NO	1.018 0.890	F D	0.001 0.002	NO NO	1.018 0.890	F D	0.001 0.002	NO NO
136.	[a]	Highland Avenue & Santa Monica Boulevard	A.M. P.M.	0.881 0.906	D E	1.007 1.024	F F	1.015 1.028	F F	0.008 0.004	NO NO	1.013 1.026	F F	0.006 0.002	NO NO	1.013 1.026	F F	0.006 0.002	NO NO

[a] The above level of service calculations are based on the CMP methodology.

TABLE IS = A EXCELLENT B VERY GOOD C GOOD D FAIR E POOR F FAILURE

STATION #38 CURRENTLY RATED D/C W/ PROJECT & TDM & FUNDED IMPROVEMENTS WILL STILL DEGRADE TO E/E AT BEST IF ALL BASE CALCULATIONS ARE CORRECT AND FUTURE DEVELOPMENT DOES NOT EXCEED PROJECTIONS

STATION #115 CURRENTLY RATED E/E W/ PROJECT & TDM & FUNDED IMPROVEMENTS WILL STILL DEGRADE TO F/F IF ALL CALCULATIONS OF FUTURE GROWTH AND DEVELOPMENT ARE CORRECT

ATTACHMENT 4

ATTACHMENT 5

Table 22
Level of Service Definitions for Freeway Segments

Level of Service	Volume/ Capacity Ratio	Flow Conditions
A	0.00 - 0.35	Highest quality of service. Free traffic flow, low volumes and densities. Little or no restriction on maneuverability or speed.
B	0.36 - 0.54	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.
C	0.55 - 0.77	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.
D	0.78 - 0.93	Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.
E	0.94 - 1.00	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability and low driver comfort.
F(0)	1.01 - 1.25	Forced traffic flow. Speed and flow may be greatly reduced with high densities.
F(1)	1.26 - 1.35	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(2)	1.36 - 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.
F(3)	> 1.45	Forced traffic flow. Severe congested conditions prevail for more than one hour. Speed and flow may drop to zero with high densities.

Source: 2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.

Table 23
Existing Conditions - Freeway Segment Peak Hour Levels of Service

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
1.	US 101	NB	4	8,000	9,185	1.15	F(0)	11,717	1.46	F(3)
	south of Alvarado Street	SB	4	8,000	12,684	1.59	F(3)	11,953	1.49	F(3)
2.	US 101	NB	4	8,000	8,766	1.10	F(0)	11,634	1.45	F(2)
	south of Vermont Avenue	SB	4	8,000	12,105	1.51	F(3)	10,956	1.37	F(2)
3. [b]	US 101	NB	4	8,000	7,425	0.93	D	11,533	1.44	F(2)
	south of Santa Monica Boulevard	SB	4	8,000	11,533	1.44	F(2)	10,685	1.34	F(1)
4.	US 101	NB	5	10,000	8,574	0.86	D	10,205	1.02	F(0)
	south of Barham Boulevard	SB	5	10,000	12,114	1.21	F(0)	9,644	0.96	E
5.	US 101	NB	5	10,000	7,586	0.76	C	9,798	0.98	E
	north of Campo de Cahuenga Way	SB	5	10,000	9,954	1.00	E	8,026	0.80	D
6. [b]	US 101	NB	5	10,000	8,840	0.88	D	11,157	1.12	F(0) *
	east of Coldwater Canyon Avenue	SB	5	10,000	9,988	1.00	E	9,405	0.94	E
7.	US 101	NB	6.5	13,000	9,829	0.76	C	11,728	0.90	D
	east of I-405	SB	6	12,000	10,686	0.89	D	9,886	0.82	D
8. [b]	SR 134 @	EB	4.5	9,000	11,803	1.31	F(1)	7,238	0.80	D
	Forman Avenue	WB	4.5	9,000	7,481	0.83	D	9,375	1.04	F(0)
9.	SR 134	EB	4.5	9,000	12,011	1.33	F(1)	7,132	0.79	D
	east of Forest Lawn Drive	WB	4.5	9,000	10,067	1.12	F(0)	10,034	1.11	F(0)
10.	SR 170	NB	4.5	9,000	6,656	0.74	C	8,641	0.96	E
	north of Magnolia Boulevard	SB	4.5	9,000	9,657	1.07	F(0)	6,312	0.70	C
11. [a]	SR 170	NB	4.5	9,000	5,629	0.63	C	7,170	0.80	D
	south of Sherman Way	SB	4.5	9,000	8,830	0.98	E	5,772	0.64	C
12. [b]	I-5 @	NB	5.5	11,000	9,345	0.85	D	14,416	1.31	F(1)
	Colorado Boulevard Extension	SB	5.5	11,000	10,124	0.92	D	9,780	0.89	D
13. [b]	I-5	NB	4	8,000	6,922	0.87	D	8,689	1.09	F(0)
	south of Burbank Boulevard	SB	4	8,000	8,933	1.12	F(0)	7,386	0.92	D

ATTACHMENT 6

* F (6) FORCED TRAFFIC FLOW: ~~SEVERE CONGESTED CONDITIONS~~ SPEED & FLOW MAY BE GREATLY REDUCED W/ HIGH DENSITIES!

Table 23 (Continued)
Existing Conditions - Freeway Segment Peak Hour Levels of Service

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	A.M. Peak Hour			P.M. Peak Hour		
					Volume	V/C	LOS	Volume	V/C	LOS
14. [b]	I-405	NB	5.5	11,000	9,131	0.83	D	15,631	1.42	F(2)
	south of Mulholland Drive	SB	5.5	11,000	12,505	1.14	F(0)	8,651	0.79	D
15.	I-405	NB	5	10,000	9,050	0.91	D	15,480	1.55	F(3)
	south of US 101	SB	5.5	11,000	12,395	1.13	F(0)	8,565	0.78	D
16.	I-405	NB	4.5	9,000	7,285	0.81	D	11,604	1.29	F(1)
	north of US 101	SB	4.5	9,000	9,979	1.11	F(0)	7,752	0.86	D

[a] *The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as ½ of a lane.*

[b] *CMP Freeway Monitoring Location.*

Source: Gibson Transportation Consulting, Inc., March 2010.

ATTACHMENT 6 PG 2

ATTACHMENT 7

Table 5.5
Trip Generation - Buildout for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips In	Net A.M. Peak Hour Trips Out	Net A.M. Peak Hour Trips Total	Net P.M. Peak Hour Trips In	Net P.M. Peak Hour Trips Out	Net P.M. Peak Hour Trips Total
CITY OF BURBANK												
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	Turnkey Furniture	[illegible]	[illegible]	Approved	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible] Dollar Shop	Dollar Store - [illegible]	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2.	Media Studio Project 2621 Riverside Drive Riverside Drive & Kenwood Street (Media District)	Stationery Dollar Store	Dollar Store - 815	2,700 sf	Approved	172	3	2	5	9	8	16
		Bagel Shop	Bagel Shop - 932	1,000 sf			55	59	114	12	13	25
		Specialty Retail	Specialty Retail	3,100 sf		350	2	1	3	20	10	30
		Residential	Apartment - 220	8 DU		27	0	2	2	1	2	3
3.	Media Studio Specific Plan	Office			Approved	-	-	-	-	-	-	-
		Residential				-	-	-	-	-	-	-
		Retail				-	-	-	-	-	-	-
		Restaurant				-	-	-	-	-	-	-
4.	Avit North Site Stine Mall Site Tenants Burbank (Empire Area)	High-Turnover Restaurant	High-Turnover (Sit-Down) Restaurant - 932	10,930 sf	Under Construction	1,192	9	9	18	55	52	107
		Fast-Food w/Drive Through	Fast-Food w/ Drive Through - 934	2,160 sf		1,215	53	54	130	44	47	45
		Fast-Food w/Drive Through	Fast-Food w/Drive Through - 934	2,475 sf		1,723	54	51	105	63	68	131
		High-Turnover Restaurant	High-Turnover (Sit-Down) Restaurant - 932	5,170 sf		600	20	25	55	32	20	52
		Fast-Food w/Drive Through	Fast-Food w/Drive Through - 934	2,400 sf		1,064	55	57	112	42	36	78
5.	Empire Center (West Park) Site generally bounded by Empire Avenue, Victory Place, Buena Vista Street and the Warner Bros Rail Road tracks	General Office	General Office - 710	325,000 sf	Entitled	3,600	422	63	485	62	422	484
6.	Media Studios North Phase 4 2621 Olive Street Golden State Project Area	General Office	General Office - 710	95,000 sf	Remaining Entitlement	1,048	135	13	147	24	116	140
7.	Former Walter Reed Site-Phase II 2621 Olive Street, adjacent to I-5 Freeway Golden State Project Area	Light Industrial Park	Industrial Park - 130	37,339 sf	Approved	324	33	20	113	24	91	115
8.	Bob Hope Center Bounded by Olive Avenue, Alameda Avenue, California Street and Lima Street West Olive Project Area	General Office	General Office - 710	105,600 sf	Approved	1,305	159	29	188	26	127	153
		Live Performing Arts Theater/Auditorium	Live Theater - 441	300 Seats		N/A	0	0	0	4	4	8
9.	Burbank Media Center Mixed-Use Bounded by Alameda Avenue, Olive Avenue, Lima Street, and Avon Street West Olive Project Area (Media District)	Retail/Restaurant	Quality Restaurant - 931	20,530 sf	Approved	940	4	4	8	52	26	78
		Church	Church	17,500		448	7	4	11	15	20	35
		Condominiums	Condominium - 230	220 DU		1,289	16	81	97	78	38	116
		Child Care	Child Care	7,500		1,344	20	62	82	81	43	124
10.	Independent Living Facility 302 S San Fernando Boulevard South San Fernando Project Area	Independent Living Facility for Low-Income Disabled Adults	Congregate Care Facility - 253	15 DU	Under Construction	26	1	0	1	2	1	3
11.	Fairfield Residential Project Southwest corner of Buena Vista Street and Empire Avenue	Residential	Apartment - 220	44 DU	Approved	1,720	28	105	131	103	56	159
			Condominium - 230	200 DU		358	3	15	18	15	8	23
		Retail	Specialty Retail - 814	1,000 sf		72	1	1	2	3	3	6
12.	City of Burbank General Plan Update		Place Holder	-		-	-	-	-	-	-	-

ATTACHMENT

Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	Revision [illegible] Site	Quality Restaurant - 931 [illegible]	[illegible]	Submit Permit	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	Proposed	5,372	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] [illegible] between Hercules Avenue and Oak Street	General Office	General Office - 710	[illegible]	Proposed	2,115	232	33	264	45	227	272
17.	Walk Walk Development 3830 Olive Avenue	Restaurant Starbucks Coffee Shop Residential Office	Quality Restaurant - 931 Coffee Shop - 933 Luxury Apartment - 220 General Office - 710	14,800 sf 1,200 sf 5 DU 5,300 sf	Proposed	386	4 [illegible]	3 [illegible]	7 [illegible]	12 [illegible]	13 [illegible]	25 [illegible]
18.	AMC Project 2	Commercial Shopping Condominiums	Shopping Center - 820 Condominium - 230	30,000 sf 118 DU	Under Construction	2,147 381	28 9	20 43	52 52	93 47	98 10	191 61
					SUBTOTAL - CITY OF BURBANK RELATED PROJECTS	43,794	2,760	1,209	4,552	1,015	3,373	4,388
CITY OF LOS ANGELES												
1.	[illegible] [illegible] W Santa Monica Boulevard	Residential Neighborhood Retail	Apartment - 220 Shopping Center - 820	497 DU [illegible] sf	Proposed	1,867	31	70	101	73	40	113
2.	Hollywood/Gower Mixed-Use Project (2004-CEN-2153) 5520 Hollywood Boulevard	Residential Retail	Apartment - 220 Shopping Center - 820	108 DU 5,067 sf	Proposed	736 [illegible]	11 [illegible]	44 4	55 10	44 18	23 20	67 38
3.	ENV-2004-[illegible]-CEN-1304 [illegible] Fremont Avenue	Residential	Apartment - 220	130 DU	Proposed	862	11	46	57	53	28	81
4.	ENV-2004-[illegible]-CEN-1534 [illegible] Dodson Place	Residential	Condominium - 230	218 DU	Proposed	1,046	16	73	89	60	30	90
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5.	ENV-2005-[illegible]. North Hollywood - Valley Village 11215 - 11244 Huston Street	Residential	Condominium - 230	15 DU	Proposed	95	1	6	7	5	3	8
7.	ENV-2005-[illegible] North Hollywood - Valley Village 11500 - 11520 Huston Street	Residential	Condominium - 230	13 DU	Proposed	70	1	4	5	4	2	5
8.	ENV-2005-[illegible] [illegible] Oak Place	Residential	Condominium - 230	43 DU	Proposed	281	4	17	21	17	8	25
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]		[illegible]
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10.	ENV-2005-[illegible] [illegible] Riverside Drive	General Office	General Office - 710	20,475 sf	Proposed	321	40	6	46	7	37	44
	[illegible]	[illegible]	[illegible]	[illegible]	Proposed	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

ATTACHMENT 7 Pg 2

Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
13.	EAF 2009-8905 11500 Metro Boulevard	Free Standing Discount Store	Free-Standing Discount Store - 815	15,236 sf	Proposed	1,037	12	6	18	39	39	78
14.	[illegible]	[illegible]	[illegible]	[illegible] DU	[illegible]	[illegible]	15	15	30	7	4	11
15.	Continental Development 7500 Sunset Boulevard	Shopping Center Retail	Shopping Center - 820 Shopping Center - 820	15,750 sf 8,109 sf	Proposed	946 551	10 8	5 3	15 8	38 16	21 5	59 21
17.	La Brea & Formosa/Ken Laing Homes Southwest corner of La Brea Avenue & Hollywood Way	Specialty Retail Residential	Specialty Retail - 814 Condominium - 230	16,500 sf 180 DU	Proposed	721 1,085	9 13	0 66	9 79	20 55	25 31	45 84
18.	DRA Adaptive Re-Use Project 7040 W. Hollywood Boulevard	Residential	Condominium - 230	45 DU	Proposed	340	3	15	18	15	7	22
19.	EAF 2010-2155 Live Theater 6801 Hollywood Avenue	Live Theater	Live Theater - 441	450 Seats	Proposed	N/A	3	0	3	80	40	160
20.	EAF-2010-0954-SUB EA 6701 W. Hollywood Boulevard	Restaurant	Quality Restaurant - 931	13,132 sf	Proposed	1,361	4	6	10	75	37	112
21.	EAF-2007-4247 Drinking Place 6701 Hollywood Boulevard	Drinking Place	Drinking Place - 930	7,500 sf	Proposed	N/A	3	0	3	56	29	85
22.	DIM EIS 5N Hollywood Project 5601 Hollywood Boulevard	Specialty Retail	Specialty Retail - 814	50,200 sf	Proposed	2,602	3	0	3	72	81	153
23.	2007-0EN-2071 512 W Sunset Boulevard	Mixed-Use	High-Rise Apartment - 222 General Office - 710 Hotel - 310 Quality Restaurant - 931 High-Turnover (Sit-Down) Restaurant - 932 High-Turnover (Sit-Down) Restaurant - 932 Shopping Center - 820	400 DU 150,000 sf 125 rooms 5,000 sf 5,000 sf 2,500 sf 12,000 sf	Proposed	4,752	132	367	499	[illegible]	323	[illegible]
24.	EAF-2011-0380 Restaurant w Live Entertainment-Club Sweet 5634 W. Hollywood Boulevard	Restaurant Dance Club	Drinking Place - 930	25,035 sf	Proposed	2,055	3	0	3	110	67	177
25.	DRA Adaptive Re-Use Project 1011 Cahuenga Street	Residential	Condominium - 230	47 DU	Proposed	375	4	17	21	16	8	24
26.	Restaurant Theater	Restaurant Theater	Quality Restaurant - 931	5,000 sf 5,000 sf	Proposed	[illegible]		[illegible]	0	[illegible]	[illegible]	[illegible]
27.	DRA Adaptive Re-Use Project 5500 Hollywood Boulevard	Residential	Condominium - 230	60 DU	Proposed	353	4	22	26	21	0	21
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Proposed	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Dance Lounge	Drinking Place - 930	[illegible]	Proposed	[illegible]	3	0	3	72	45	[illegible]
30.	EAF-2011-2625 Restaurant/Dance Club 5634 Hollywood Boulevard	Restaurant Dance Club	Source: Chain & Associates	6,075 sf 6,075 sf	Proposed	[illegible]	41	40	81	56	43	99
31.	[illegible] [illegible] Hollywood Boulevard	Residential	Condominium - 230	43 DU	Proposed	[illegible]	3	15	18	14	7	21
32.	N. side of Hollywood Boulevard from Western to Avenue o Sunset Pl	Mixed-Use	Condominium - 230 Shopping Center - 820	180 DU 7,000 sf	Proposed	929 301	12 4	58 3	70 7	56 12	27 14	83 26

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Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
[illegible]	[illegible]	[illegible]	[illegible]	17,000 s	Proposed	1,452	0	0	0	61	[illegible]	[illegible]
34.	EAF-2001-0707 1420 N. Hudson Street	General Office	General Office - 710	25,000 sf	Proposed	349	49	5	45	7	36	43
35.	[illegible] 1500 Cahuenga Boulevard	High-Turnover Restaurant	High-Turnover (Sit-Down) Restaurant - 432	12,000 sf	Proposed	1,522	72	55	127	60	[illegible]	[illegible]
36.	EAF-2000-1550 Restaurant/Night Club 6500 De Longpre Avenue	Restaurant Night Club	Drinking Place - 936	2,000 sf	Proposed	2,[illegible]	[illegible]	0	0	117	46	[illegible]
37.	Palmer Apartments 5775 Santa Monica Boulevard	Residential	Convert 45 single-occupancy units to 27 studio/bachelor units for HIV survivors		Under Construction							
38.	Commercial Development 7100 Santa Monica Boulevard	Commercial	Shopping Center - 820	146,000 sf	Proposed	10,921	194	68	262	440	480	920
39.	Elementary School 950 N. Mills Street	Elementary School	Elementary School - LAUSD Trip Generation Rate	550 Students	Proposed	N/A	44	34	78	0	0	0
40.	Primary School 1100 Temple Avenue	Primary School	Elementary School - LAUSD Trip Generation Rate	350 Students	Proposed	N/A	72	57	129	0	0	0
41.	High School 1500 Alpine Road	High School	High School - LAUSD Trip Generation Rate	1,875 Students	Proposed	N/A	307	251	558	0	0	0
42.	EAF-2000-0846 Stonridge Apartment Addition 1825 N. Bronson Avenue	Residential	Apartment - 220	45 DU	Proposed	302	5	18	23	18	10	28
[illegible]	[illegible] 5777 Hollywood Boulevard	[illegible] Specialty Retail	Fast-Food w/Drive Through - 934 Specialty Retail - 814	[illegible] 5,275 sf	[illegible]	1,667	52	53	105	50	43	93
44.	Commercial Development 154 S. Alvarado Avenue	Commercial	Shopping Center - 820	11,934 sf	Proposed	509	7	5	12	21	23	44
45.	[illegible] [illegible]	[illegible] [illegible]	Condominium - 230 Shopping Center - 820	140 DU 35,000 sf	Proposed	1,[illegible]	11	30	41	72	36	108
46.	Elementary School 5820 Vineland Avenue	Elementary School	Elementary School - LAUSD Trip Generation Rate Central Region	569 Students	Proposed	N/A	114	90	204	0	0	0
47.	EIR-2001-[illegible] Universal Pictures [illegible] [illegible] Studios, 100-1-649 El Cerrito Avenue [illegible] Hollywood Blvd.	Residential Retail	Apartment - 220 Shopping Center - 820	1,041 DU 175,000 sf	Proposed	7,002 7,515	196 110	405 70	601 180	420 510	230 341	650 851
48.	EIR-2005-[illegible] 1820, 1910-1916 Whitley Avenue	Residential	Condominium - 230	32 DU	Proposed	159	2	12	14	11	6	17
49.	EIR-2005-[illegible] [illegible] Vine Street	Residential Residential	Condominium - 230 Quality Restaurant - 931	57 DU 5,419 sf	Proposed	534 494	4 2	21 3	25 5	20 37	10 14	30 51
50.	EIR-2005-[illegible] [illegible] Street	Residential	Condominium - 230	43 DU	Proposed	351	4	17	21	17	8	25
51.	EIR-[illegible] [illegible] Burbank Blvd.	Residential	Apartment - 220	168 DU	Proposed	1,252	19	77	96	76	41	117
52.	EIR-[illegible] [illegible] Broadway	Specialty Retail	Specialty Retail - 814	11,800 sf	Proposed	400	7	7	14	14	18	32
53.	[illegible] [illegible]	Residential	Apartment - 220	110 DU	Proposed	720	11	40	51	44	24	68

[1] Status: Proposed = Project is proposed but not approved; Under Construction = Project is approved and is being built.

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Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
54.	[illegible]	Club Quality Restaurant	[illegible]	59 seats/15,000 sf	Proposed	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		
55.	Mixed-Use Development [illegible]	[illegible] [illegible]	[illegible] [illegible]	44 DU 5,000 sf	Proposed	[illegible]	15	30	[illegible]	[illegible]		35
[illegible]	[illegible]	[illegible] [illegible]	[illegible] [illegible]	42 DU 5,000 sf	Proposed	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	35
57.	ENV-2005-[illegible]-2001-02[illegible] [illegible] Sunset Boulevard	Pharmacy w/Drive-Through	Pharmacy w/Drive-Through - 881	16,000 sf	Proposed	1,411	25	18	43	68	70	138
58.	[illegible]-CEN-[illegible] LAUSD - Cor Rey Middle School[illegible] Southwest corner of Sunset Avenue/Fountain Avenue	Middle School	Elementary School - LAUSD The General on Table Central Region	861 Students	Proposed	920	140	107	247	0	0	0
59.	[illegible]	Residential	Apartment - 220	147 DU	Proposed	[illegible]	15	[illegible]	76	[illegible]		[illegible]
60.	Centurion UnoWork Project [illegible] Boulevard and Commercial Studios Subarea 5	Live/Work Condominiums	Source: Charles Heatherington	61 DU	Proposed	[illegible]	[illegible]	7	[illegible]	1		12
61.	Mixed-Use Development [illegible]	Residential	Condominium - 230	32 DU	Proposed	[illegible]	13	45	58	44	[illegible]	71
62.	ENV-2006-[illegible] Cahuenga [illegible]	Car Dealership	[illegible]	38,700 sf	Proposed	[illegible]	44	16	60	61	[illegible]	[illegible]
63.	Condominium Conversion Project	Residential	Apartment - 220	122 DU	Pending	[illegible]	15	33	48	33	25	58
64.	[illegible] [illegible]	Residential Retail	Apartment - 220 Shopping Center - 820	33 DU 10,827 sf	Proposed	[illegible]	15	31	[illegible]	[illegible]	[illegible]	8
65.	Mixed-Use Development [illegible]	Mixed-Use	Office - 710 Shopping Center - 820	1,48[illegible] sf	Proposed	[illegible]	1,020	200	1,224	[illegible]	[illegible]	1,560
66.	[illegible]	Residential	Condominium - 230	310 DU	Proposed	[illegible]	19	110	129	17	[illegible]	
67.	[illegible]	Residential	Low-Rise Condominium - 232	31 DU	Proposed	[illegible]	11	33	44	23	27	51
68.	[illegible]	Residential	Condominium - 230	257 DU	Proposed	[illegible]	23	98	121	83	40	123
69.	[illegible] [illegible]	Residential	Apartment - 220	156 DU	Proposed	[illegible]	25	80	105	73	49	122
[illegible]	[illegible] Studio Master Plan Extension [illegible]	Studio Expansion	General Office - 710		Proposed	N/A	102	13	115	42	73	115
71.	ENV-2006-174 Mixed-Use Development (formerly Metro Lofts 2001) [illegible]	Residential General Office	Apartment - 220 General Office - 710	152 DU 12,000 sf	Proposed	[illegible]	11	67	78	51	35	86
72.	ENV-2006-[illegible] Metro Apartments [illegible]	Residential	Apartment - 220	78 DU	Proposed	324	11	32	43	31	7	46
73.	ENV-2004-[illegible] Media Phase [illegible] [illegible]	Live/Work Studios	Condominium - 230	30 DU	Proposed	[illegible]	3	30	33	23	15	46
74.	VEN-2004-[illegible] Radford Mixed-Use Project [illegible]	Residential Retail	Apartment - 220 Shopping Center - 820	149 DU 4,410 sf	Proposed	N/A	120	67	31	63	[illegible]	61

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Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips In	Net A.M. Peak Hour Trips Out	Net A.M. Peak Hour Trips Total	Net P.M. Peak Hour Trips In	Net P.M. Peak Hour Trips Out	Net P.M. Peak Hour Trips Total
[illegible]	[illegible]	Mixed-Use	-	-	Proposed	N/A	1,135	372	1,507	1,203	1,750	2,953
[illegible]	[illegible] - SEIR-4231 8111 N Sepulveda Blvd/Nordhoff Blvd	Mixed-Use	Condominium - 230 General Office - 710 Shopping Center - 820	374 DU 40,934 sf 15,000 sf	Proposed	384	20	80	110	101	60	161
[illegible]	SPV-2009-7[illegible] [illegible] Dumont Street [illegible] Edwards/N. Dumont Street	Apartments Pharmacy	Apartment - 220 Pharmacy/Drugstore w/o Drive-Through Window - 881	191 DU 16,750 sf	Proposed	1,022	17	74	91	51	49	100
[illegible]	SPV-2009-170 S Condominium Projects 11637 Nordhoff Boulevard	Residence	Condominium - 230	107 DU	Proposed	540	24	66	90	55	47	102
[illegible]	SPV-2009-150 Sherman Village 10625 Riverside Drive	Residence	Condominium - 230	247 DU	Proposed	1,447	18	88	106	64	42	106
[illegible]	[illegible]	[illegible]	Apartment - 220	572 DU	Proposed	? N/A	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	? N/A	11	11	[illegible]	753	532	1,284
182.	SPV-2009-44[illegible] Armenian Evangelical School 10000 Riverside Drive	Elementary School (K-12)	Private School (K-12) - 536	360 students	Proposed	N/A	136	73	244	(38)	(134)	(172)
183.	SPV-2009-276 Green Knolls Apartments 10427 Riverside Drive	Residence	Apartment - 220 Senior Adult Housing-Attached - 252	102 DU 40 DU	Proposed	N/A	11	45	56	44	23	67
[illegible]	[illegible]	[illegible]	[illegible] School - 522	1,200 students	Proposed	(1,060)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
185.	SPV-2009-15[illegible] Los Angeles Valley College 5800 Fulton Avenue	College	University/College - 550	2,000 enrollment	Proposed	5,474	441	87	528	210	120	330
186.	Westfield Fashion Square in Sherman Oaks 10600 Riverside Drive	Shopping Center Expansion	Shopping Center - 820	320,000 sf	Pending	N/A	45	29	74	180	195	375
187.	SPV-2009-250 Mixed-Use Project 10100 Variety Boulevard	Apartments Shopping Center Health Club Fast-Food Restaurant	Apartment - 220 Shopping Center - 820 Health/Fitness Club - 492 Fast-Food w/Drive Through	100 DU 30,000 sf 40,000 sf 30,000 sf	Proposed	4,765	59	58	117	215	235	450
188.	ENV-2009-3400 11101 Ventura Boulevard	Mixed-Use	Apartment - 220 Shopping Center - 820 Quality Restaurant - 931	105 DU 17,000 sf (127,000 sf)	Proposed	1,120	45	57	102	50	42	92
[illegible]	[illegible]	[illegible]	Apartment - 220	106 DU	Proposed	? N/A	42	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
191.	SPV-2009-134 Buckley School 3900 Stansbury Avenue	School	Elementary School - 520	100 students	Proposed	N/A	59	41	100	29	32	61
[illegible]	[illegible]	[illegible]	[illegible] - 221	307 DU	Proposed	(211)	22	60	82	[illegible]	[illegible]	[illegible]
192.	ENV-2009-408 Sherman Oaks Square 4154 Van Nuys Boulevard	Residence	Apartment - 220	68 DU	Proposed	N/A	10	40	50	40	21	61
193.	ENV-2009-79 Best Buy 4900 Van Nuys Boulevard	Electronics Superstore	Electronics Superstore - 863	30,000 sf	Proposed	N/A	9	8	17	30	42	72
194.	SPV-2009-861 Kinyas European 5944 Van Nuys Boulevard	Car Dealership	New Car Sales - 841	40,852 sf	Proposed	N/A	52	22	74	43	65	108

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Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
95.	SFV-2003-75, Mercedes-Benz 5700 Van Nuys Boulevard	Car Dealership	New Car Sales - 841	48,017 sf	Proposed	NA	65	20	85	45	69	114
96.	SFV-2004-55, Mercedes-Benz 5555 Van Nuys Boulevard	Car Dealership	New Car Sales - 841	78,370 sf	Proposed	NA	107	38	145	75	110	185
97.	SFV-2005-158 1411 Thousand Street	Mixed-Use	-	-	Proposed	NA	42	63	105	144	126	270
98.	AMPAS Museum	Museum Extension	EIR	-	Proposed	5,517	(28)	(38)	(66)	110	63	173
99.	Nordhoff Wave Mixed-Use Development (includes 1.7 million sf of retail, commercial and residential development)	Mixed-Use	-	-	-	-	-	-	-	-	-	-
100.	VEN-2004-[illegible] Maggie Theatre 4011 Sepulveda Boulevard	Residential Grocery Store Specialty Retail	Apartment - 220 Supermarket - 850 Specialty Retail - 814	500 DU 45,000 sf 10,000 sf	Proposed	NA	56	225	281	320	227	547
101.	SFV-2004-55, Emek Hebrew Academy Emek Hebrew Academy	School	Private School (K-12) - 536	225 students	Proposed	NA	114	93	207	41	44	85
102.	VEN-2004-67, LAUSD Academy K-8 School 15500 Huston Street	Elementary School (K-8)	Private School (K-8) - 534	222 students	Proposed	NA	289	157	446	92	136	191
103.	VEN-2007-[illegible], Valley Beth Shalom Pre-School 15715 Ventura Boulevard	Pre-School	Day Care Center - 565	100 students	Proposed	NA	42	38	80	39	43	82
104.	SFV-2004-54, Land Rover Encino 15500 Ventura Boulevard	Auto Parts Center Auto Care Center	Automobile Parts Center - 543 Automobile Care Center - 542	3,369 sf 14,714 sf	Proposed	NA	33	18	51	36	36	72
105.	SFV-2004-71, California United Bank 15301 Ventura Boulevard	Bank	Source: Crain & Associates	6,400 sf	Proposed	NA	70	11	81	85	85	170
106.	BAR-2001-1344 10400 Sepulveda Street	Private Elementary School	Elementary School - 520	16,020 sf	Proposed	537	75	63	138	67	45	112
107.	[illegible] [illegible]	Car Wash Convenience Market	Automatic Car Wash - 948 Convenience Market - 851	[illegible] sf [illegible] sf	Proposed	[illegible]	107	107	214	[illegible]	[illegible]	[illegible]
108.	BAR-2003-[illegible] [illegible]	McDonald's [illegible]	Fast-Food w/Drive Through - 934 -	[illegible] sf 4,043 sf	Proposed	[illegible]	114	17	131	[illegible]	[illegible]	[illegible]
109.	BAR-2003-1108 145 N La Brea Avenue	Shopping Center	Shopping Center - 820	18,610 sf	Proposed	789	12	7	19	34	36	70
110.	BAR-2000-2397 9024 Beverly Street	Theme Club Restaurant & Dance Hall	Quality Restaurant - 931	10,479 sf	Proposed	342	6	3	9	52	26	78
111.	BAR-2001-2310 2030 Pontius Avenue	Restaurant & Bar w/Live Entertainment	Quality Restaurant - 931	5,025 sf	Proposed	459	2	2	4	35	13	48
112.	BAR-2001-1096 11114 Stacey Street	Private School & Day Care	Private School (K-8) - 534	-	Proposed	1,731	245	192	437	111	126	237
113.	BAR-2001-1855 7201 N Glenoaks Boulevard	Hotel	Hotel - 310	58,628 sf	Proposed	392	28	20	48	28	29	57
114.	BAR-2001-2874 4201 Wilshire Boulevard	Church Office	Church - 560 General Office - 710	38,250 sf 105,750 sf	Proposed	1,512	170	23	193	31	152	183
115.	BAR-2001-5147 11000 Mission Boulevard	McDonald's Gas Station w/Mini-Mart	Fast-Food w/Drive Through - 934 Gasoline/Service Station - 944	2,974 sf 1,728 sf	Proposed	1,503	53	30	183	71	65	136
116.	BAR-2003-5307 11000 Ohnuro Street	Pharmacy w/drive thru	Pharmacy Drugstore w/Drive-Through Window - 881	12,232 sf	Proposed	914	5	3	8	47	49	96

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Table 26 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
117.	EAF-2003-1041 1574 N Gower Avenue	Mini-Mart & Liquor Store	Convenience Market - 851	3,960 sf	Proposed	2,857	60	60	119	67	64	131
118.	2004-CEN-1026 807 N Sycamore Avenue	Apartments Retail	Apartment - 220 Shopping Center - 820	93 DU 15,926 sf	Proposed	1,592	9	37	46	86	46	132
119.	EAF-2004-1504 363 Los Olivos Boulevard	Private School	Private School (K-12) - 536	140 students	Proposed	140	75	50	125	12	16	28
120.	EAF-2004-0758 5020 Melrose Avenue	Apartments Retail	Apartment - 220 Shopping Center - 820	54 DU 16,000 sf	Proposed	351	4	16	20	27	14	41
121.	EAF-2004-4895 322 Western Avenue	Apartments Retail	Apartment - 220 Shopping Center - 820	53 DU 13,500 sf	Proposed	735	3	26	29	43	23	66
122.	EAF-2004-5590/2005-CEN-1379, Mixed-Use Project 100 N Los Angeles Boulevard	Condos Apartments Restaurant Retail	Condominium - 230 Apartment - 220 High-Turnover (Sit-Down) Restaurant - 932 Shopping Center - 820	62 DU 177 DU 38,739 sf 318,275 sf	Proposed	1,059	38	25	63	33	33	66
123.	EAF-2004-7059 929 Grand Street	Apartments	Apartment - 220	300 DU	Proposed	769	21	122	153	73	39	112
124.	EAF-2004-7534 333 Los Feliz Boulevard	Church	Church - 560	132,440 sf	Proposed	1,207	51	44	95	45	42	87
125.	EAF-2005-1424 333 S Manhattan Place	Private Elementary School	Private School (K-8) - 534	22,790 sf	Proposed	799	45	37	82	0	0	0
126.	2004-CEN-2460, Wilshire Selfridge 9411 Wilshire Boulevard	Mixed-Use	Shopping Center - 820 Fast Food - 933 Apartment - 220	26,550 sf 2,500 sf 100 DU	Proposed	1,700	27	107	135	85	49	137
127.	2004-CEN-2460 7550 W Sunset Boulevard	Sunset Landary Lofts	Condominium - 230 Shopping Center - 820	162 DU 12,931 sf	Proposed	2,475	16	80	96	130	64	194
128.	2004-CEN-3460, Park Las Brea 8500 Wilshire Boulevard	Apartments	Apartment - 220	300 DU	Proposed	769	21	122	153	73	39	112
129.	2004-CEN-1400 5600 Wilshire Boulevard	Mixed-Use	Apartment - 220 Quality Restaurant - 931 Shopping Center - 820	238 DU 4,000 sf 8,500 sf	Proposed	2,215	32	125	157	127	63	190
130.	2004-CEN-1087 562 S Ogden Street	LACMA - Ogden St Vacation: Between Wilshire & 6th	-	-	Proposed	352	26	27	53	31	30	61
131.	2004-CEN-1066 912 N Las Palmas Avenue	Mixed-Use	Apartment - 220 Shopping Center - 820	205 DU 45,200 sf	Proposed	3,458	23	94	117	214	116	330
132.	2004-CEN-2051 212 N Hamilton Drive	Private School	Private School (K-8) - 534	170 student	Proposed	N/A	94	68	162	22	25	47
133.	2004-CEN-2156, Dorsey's Tower Residential Development 5600 W Wilshire Boulevard	Apartments	Apartment - 220	175 DU	Proposed	920	13	51	64	51	28	79
134.	ENV-2005-3680-SC/2005-CEN-1095 4500 W Los Feliz Boulevard	Mixed-Use	Condominium - 230 Supermarket - 850 Shopping Center - 820 Quality Restaurant - 931	50 DU 40,000 sf 7,441 sf 4,12,170 sf	Proposed	1,601	19	90	109	110	67	173
135.	2004-CEN-1058 450 S Western Avenue	Mixed-Use	-	-	Proposed	3,048	32	21	53	103	115	218

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Table 25 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
[illegible]	[illegible]	Condominium	Condominium - 230	34 DU	Proposed	315	[illegible]	20	24	16	2	18
137.	ENV-2006-[illegible] 5450 W Sunset Boulevard	Gas Station	Gasoline/Service Station - 944	10 pump	Proposed	1,696	60	61	121	89	70	159
138.	2006-CEN-[illegible] 2000 N Fuller Avenue	Runyon Canyon Parking Lot	-	80 spaces	Proposed	NA	62	8	70	12	58	70
139.	ENV-2006-[illegible] 5040 W Sunset Boulevard	General Office	General Office - 710	120,000 sf	Proposed	1,222	134	22	156	30	140	170
140.	2006-CEN-[illegible] 5931 W Hollywood Boulevard	Mixed-Use	Shopping Center - 820 Apartment - 220	150,777 sf 960 DU	Proposed	8,367	85	392	477	524	252	[illegible]
141.	ENV-2006-[illegible] 3916 W Wilmot Avenue	Mixed-Use	Condominium - 230 Shopping Center - 820	15 DU 7,500 sf	Proposed	388	2	12	14	23	12	35
142.	ENV-2006-[illegible] 5950 W Sunset Boulevard	Sunset & Gordon Mixed-Use	Quality Restaurant - 931 Condominium - 230 General Office - 710 High-Turnover (Sit-Down) Restaurant - 932 Shopping Center - 820	1-13,500 sf 311 DU 40,000 sf 6,500 sf 5,000 sf	Proposed	842	41	200	241	35	7	42
143.	[illegible] [illegible] Street	Sunset & Vine Mixed-Use	Apartment - 220 Shopping Center - 820	206 DU 58,000 sf	Proposed	3,045	27	101	128	[illegible]	120	[illegible]
144.	2006-CEN-[illegible] 5959 W Hollywood Boulevard	Hollywood & Vine Mixed-Use	Apartment - 220 Condominium - 230 Hotel - 310 Quality Restaurant - 931 Specialty Retail - 814	375 DU 150 DU 300 rooms 45,500 sf 12,000 sf	Proposed	6,275	55	382	476	259	140	399
145.	[illegible] [illegible]	Hollywood	Apartment - 220 General Office - 710	75 DU 23,000 sf	Proposed	304	3	11	14	21	2	23
146.	ENV-2006-[illegible] 5417 W Selma Avenue	Restaurant/Night Club	Drinking Place - 936	12,800 sf	Proposed	1,155	9	1	10	53	13	66
147.	Broken Hill Senior Housing Project [illegible]	Mixed-Use	Senior Adult Housing-Attached - 252 Recreational Community Center - 495 Shopping Center - 820 Live Theater - 441	106 DU 6,500 sf 10,000 sf 5,000 sf	Proposed	3,721	28	94	32	249	159	408
148.	2006-CEN-[illegible] 101 S La Brea Avenue	La Brea Urban Lofts (Mixed-Use)	Apartment - 220 Shopping Center - 820 Quality Restaurant - 931	118 DU 26,490 sf 3,000 sf	Proposed	1,502	13	50	63	60	32	92
149.	ENV-2006-[illegible] 725 S Curson Avenue	Restaurant General Office	Quality Restaurant - 931 General Office - 710	300 sf 28,000 sf	Proposed	419	48	6	54	8	45	53
150.	[illegible] [illegible] W Hollywood Boulevard	Drinking Place Restaurant	Drinking Place - 936 Quality Restaurant - 931	10,000 sf 749 sf	Proposed	1,172	9	9	8	78	42	120
151.	ENV-2006-[illegible] 5630 W Wilmot Avenue	Condominiums Retail	Condominium - 230 Shopping Center - 820	66 DU 3,850 sf	Proposed	707	8	37	45	42	21	63
152.	2006-CEN-[illegible] 5950 W Hollywood Boulevard	Retail General Office	Shopping Center - 820 General Office - 710	25,200 sf 18,700 sf	Proposed	962	17	11	28	30	12	42

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Table 26 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
153.	2006-CEN-2254 122 N Vermont Avenue	HK Tower Project (Mixed-Use)	Shopping Center - 820 Supermarket - 850 Apartment - 220	40,800 sf 49,700 sf 167 DU	Proposed	3,592	91	123	214	221	120	341
154.	2006-CEN-2722 5820 W Pico Street	Third Street Mixed-Use Project	Apartment - 220 Shopping Center - 820	60 DU 5,850 sf	Proposed	482	3	22	27	31	16	47
155.	2007-CEN-2021 5900 W Wilshire Boulevard	General Office Restaurant	General Office - 710 High-Turnover (Sit-Down) Restaurant - 932 Quality Restaurant - 931	7,000 sf 3,500 sf 15,510 sf	Proposed	1,122	15	15	32	66	32	97
156.	[illegible]	[illegible]	Condominium - 230 Shopping Center - 820	246 DU 12,000 sf	Proposed	1,015	3	15	18	44	21	65
157.	2007-CEN-2705 [illegible]	Residential	Condominium - 230	43 DU	Proposed	240	3	15	18	15	7	22
158.	2007-CEN-2573 7500 W Hollywood Boulevard	Temple Israel at Hollywood Expansion	Private School (K-8) - 534 Church - 560	75 students 5,000 sf	Proposed	218	37	31	68	9	9	18
159.	2007-CEN-2572 3677 W Santa Monica Boulevard	Mixed-Use	Mid-Rise Apartment - 221 Shopping Center - 820 Quality Restaurant - 931	737 DU 12,700 sf 9,500 sf	Proposed	1,944	86	213	299	170	122	292
160.	Hollywood Avenue between Orange Drive & Highland Avenue	Mixed-Use			Planning	-	-	-	-	-	-	-
161.	Nelle Pierce Mixed-Use [illegible]	Residential Retail	Apartment - 220 Shopping Center - 820	103 DU 2,075 sf	Proposed	565	11	33	45	41	24	65
162.	Nelle Atwell [illegible] Orange Drive	Residential Retail	Condominium - 230 Shopping Center - 820	1,233 DU 38,000 sf	Proposed	4,905	120	547	667	318	84	402
163.	EAF 2007-717-EIR [illegible]	Office Restaurant	General Office - 710 High-Turnover (Sit-Down) Restaurant - 932	237,985 sf 4,000 sf	Proposed	2,897	297	53	335	56	252	310
164.	ENV-2006-9641-EIR 5201 Wilcox Street	Residential Office Live/Work	Condominium - 230 General Office - 710	65 DU 12,790 sf 10 DU	Proposed	384	3	22	25	22	10	32
165.	Capitol Records Site [illegible] Gower Street	Office	General Office - 710	400,000 sf	Proposed	4,404	546	74	620	121	435	556
166.	ENV-2007-[illegible] Forest Lawn Memorial Park	Cemetery-related Uses	TRAFFIC HAULING ISSUE		Proposed	-	-	-	-	-	-	-
167.	Griffith Park Master Plan 4730 Crystal Springs Drive	Park-related Uses	-	-	Proposed	-	-	-	-	-	-	-
168.	LADWP River Supply Conduit Improvement Upper Reach	Water Improvement Project	-	-	Proposed	-	-	-	-	-	-	-
169.	LADWP Silver Lake Reservoir Complex Storage Replacement Project Headworks	Water Improvement Project	-	-	Proposed	-	-	-	-	-	-	-
170.	Headworks Area Ecosystem Restoration	Water Improvement Project	-	-	Proposed	-	-	-	-	-	-	-
					SUBTOTAL - CITY OF LOS ANGELES RELATED PROJECTS	210,120	10,292	16,657	26,949	14,021	13,113	27,134
CITY OF WEST HOLLYWOOD												
1.	Sunset Boulevard & Doheny Street	Mixed-Use	EIR	-	Proposed	951	24	28	52	25	40	65

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Table 25 [Continued]
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
2.	40-room addition to existing hotel 1200 Abbot Kinney Blvd	Hotel	Hotel - 310	40 Rooms	Proposed	327	14	8	22	10	14	24
3.	Condominium Development 1140 Hampton Place	Residential	Condominium - 230	10 DU	Proposed	59	1	3	4	3	2	5
4.	Mixed-Use Development 901 Hampton Avenue	Mixed-Use	Condominium - 230; Shopping Center - 820;	40 DU; 12,500 sf of retail	Proposed	1,258	28	37	65	43	35	61
5.	Condominium Development 1285-87 Hampton Avenue	Residential	Condominium - 230	42 DU	Proposed	284	5	15	18	14	7	21
6.	Condominium Development 1287 Hampton Drive	Residential	Condominium - 230	12 DU	Proposed	70	1	4	5	4	2	6
7.	Apartment Development 1284 Hampton Avenue	Residential	Apartment - 220	52 DU	Proposed	356	5	22	27	21	12	33
8.	Apartment Development 1240 Hampton Avenue	Residential	Apartment - 220	52 DU	Proposed	109	2	6	8	6	4	10
9.	Condominium Development 9788 Shoreham Drive	Residential	Condominium - 230	15 DU	Proposed	88	1	6	7	5	3	8
10.	Office Development 9887 Melrose Avenue	Office	General Office - 710	400,000 sf	Proposed	4,404	346	74	420	101	425	526
11.	Melrose Triangle, Mixed-use Development 9040 Santa Monica Boulevard	Mixed-Use	Condominium - 230; Shopping Center - 820	181 DU; 71,000 sf of commercial; 327,200 sf of office space	Proposed	4,965	93	113	206	236	214	450
12.	Commercial Development 8065 Sunset Boulevard	Commercial	Specialty Retail - 814; Quality Restaurant - 931	2,512 sf of retail; 10,000 sf of restaurant	Proposed	1,058	6	15	21	53	32	85
13.	Luxury Hotel 8750 Sunset Boulevard	Residential and Hotel	Condominium - 230; Hotel - 310	-	Proposed	1,624	37	45	112	52	66	118
14.	Condominium Development 1264 Harper Avenue	Residential	Apartment - 220; Condominium - 230	18 Condominiums; and demolish 10 Apartments	Proposed	19	1	0	1	0	1	1
15.	Condominium Development 825 Kings Road	Residential	Condominium - 230	15 DU	Proposed	105	1	7	8	6	3	9
16.	Condominium Development 1140 Formosa Avenue	Residential	Condominium - 230	11 DU	Proposed	64	1	2	3	4	2	6
17.	Residential Development 945 San Vicente Boulevard	Residential	Condominium - 230; Senior Adult housing-Attached - 252	135 Condominiums; 40 Senior Housing Units	Proposed	337	12	50	62	50	25	75
18.	Condominium Development 9760 Shoreham Drive	Residential	Condominium - 230	12 DU	Proposed	70	1	2	3	4	2	6
19.	Commercial Development 9882 Melrose Avenue	Retail	Specialty Retail - 814	3,300 sf	Proposed	445	6	4	10	12	15	27
20.	Condominium Development 1220 Olympic Drive Avenue	Residential	Condominium - 230	12 DU	Proposed	70	1	2	3	4	2	6
21.	Mixed-use Development 9120 Santa Monica Boulevard	Mixed-Use	Condominium - 230; Specialty Retail - 814	12 DU; 15,800 sf of retail	Proposed	777	11	15	26	25	25	50
22.	Condominium Development 1335 Larrabee Street	Residential	Condominium - 230	15 DU	Proposed	75	1	5	6	5	2	7

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Table 23 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
23.	Condominium Development 1060 Normandie Avenue	Residential	Condominium - 230	17 DU	Proposed	100	1	6	7	6	3	9
24.	Commercial Development 3063 Santa Monica Boulevard	Retail	Specialty Retail - 814	35,237 sf	Proposed	4,429	77	50	127	376	293	670
25.	Commercial Development 3090 Melrose Avenue	Retail	Specialty Retail - 814	3,382	Proposed	306	4	3	7	8	11	19
26.	Condominium Development 1200 N Sycamore Avenue	Residential	Condominium - 230	7 DU	Proposed	59	1	3	4	3	2	5
27.	Mixed-Use Development 9001 Santa Monica Boulevard	Mixed-Use	Condominium - 230; Shopping Center - 820	42 DU; 21,000 sf of retail	Proposed	1,177	16	24	40	40	39	79
28.	Mixed-Use Development 512 Westmount Drive	Mixed-Use	Condominium - 230; Shopping Center - 820	5 DU; 2,300 sf of retail	Proposed	160	1	3	4	9	5	14
29.	Mixed-Use Development 9051 Norma Street	Mixed-Use	Condominium - 230; Specialty Retail - 814	7 DU; 9,930 sf of retail	Proposed	117	2	2	4	5	5	10
30.	Mixed-Use Development 9060 Norma Street	Mixed-Use	Condominium - 230; Specialty Retail - 814	4 DU; 20,105 sf of retail	Proposed	324	5	4	7	11	8	19
31.	Condominium Development 3025 Wilcox Avenue	Residential	Condominium - 230	17 DU	Proposed	100	1	4	5	6	3	9
32.	Commercial Development 3500 Sunset Boulevard	Retail	Shopping Center - 820	16,785 sf	Proposed	721	6	6	12	41	22	63
33.	Condominium Development 1136 La Cienega Boulevard	Residential	Condominium - 230	14 DU	Proposed	82	1	3	4	5	2	7
34.	Condominium Development 1040 Fairfax Avenue	Residential	Condominium - 230	23 DU	Proposed	136	1	6	7	8	4	12
35.	Condominium Development 3017 Heron Avenue	Residential	Condominium - 230	3 DU	Proposed	11	0	1	1	1	1	2
36.	Mixed-Use Development 3500 Santa Monica Boulevard	Mixed-Use	Condominium - 230; Shopping Center - 820	19 DU; 8,700 sf of retail	Proposed	486	5	7	12	28	15	43
37.	Mixed-Use Development 3100 Sunset Boulevard	Mixed-Use	General Office - 710; Quality Restaurant - 931	6,888 sf of office; 5,888 sf of restaurant	Proposed	470	5	3	5	41	21	62
38.	Commercial Development 3300 Sunset Boulevard	Restaurant	Quality Restaurant - 931	5,744 sf	Proposed	452	4	0	4	33	17	50
39.	Commercial Development 3448 Melrose Avenue	Retail	Shopping Center - 820	2,360 sf	Proposed	122	1	1	2	7	4	11
40.	Mixed-Use Development 3450 Sunset Boulevard	Mixed-Use	Apartment - 220; Hotel - 310; Shopping Center - 820	199 DU; 296 rooms; 35,440 sf of retail	Proposed	5,167	106	108	214	274	147	421
41.	Condominium Development 1040 Beaudry Avenue	Residential	Condominium - 230	5 DU	Proposed	26	0	1	1	2	1	3
42.	Condominium Development 344 Stanley Avenue	Residential	Condominium - 230	4 DU	Proposed	29	0	1	1	2	1	3
43.	Commercial Development 3711 Melrose Avenue	Retail	Shopping Center - 820	3,828 sf	Proposed	425	5	3	8	24	13	37
44.	Condominium Development 3425 Fountain Avenue	Residential	Condominium - 230	7 DU	Proposed	41	0	2	2	3	1	4

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Table 23 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
45.	Condominium Development 806 Huntley Drive	Residential	Condominium - 230	3 DU	Proposed	18	0	1	1	1	1	2
46.	Commercial Development 48 Lorenzo Drive	Retail	Shopping Center - 820	4,850 sf	Proposed	209	2	2	4	12	13	25
47.	Condominium Development 533 Swarthmore Avenue	Residential	Condominium - 230	4 DU	Proposed	23	0	1	1	1	1	2
48.	Condominium Development 1155 Fuller Avenue	Residential	Condominium - 230	5 DU	Proposed	29	0	1	1	2	1	3
49.	Condominium Development 1040 Havenhurst Drive	Residential	Condominium - 230	5 DU	Proposed	27	0	2	2	1	1	2
50.	Mixed-use Development 8550 Santa Monica Boulevard	Mixed-Use	Apartment - 220; Shopping Center - 820	30 DU; 7,100 sf of retail	Proposed	400	4	8	12	25	13	38
51.	Condominium Development 9008 West Avenue	Residential	Condominium - 230	3 DU	Proposed	18	0	1	1	1	1	2
52.	Condominium Development 1128 Ripley Road	Residential	Condominium - 230	10 DU	Proposed	59	1	3	4	3	2	5
53.	Condominium Development 1248 Genesee Avenue	Residential	Condominium - 230	3 DU	Proposed	18	0	1	1	1	1	2
54.	Apartment Development 8355 Yoakum Avenue	Residential	Apartment - 220	3 DU	Proposed	20	0	1	1	1	1	2
55.	Mixed-use Development 8416 Sunset Boulevard	Mixed-Use	Apartment - 220; Condominium - 230; Hotel - 310	45 DU; 145 rooms	Proposed	1,455	40	36	76	73	39	112
56.	Commercial Development 8901 Sunset Boulevard	Retail	Shopping Center - 820	52,000 sf	Proposed	275	2	2	4	12	7	19
57.	Condominium Development 1257 Detroit Street	Residential	Condominium - 230	7 DU	Proposed	41	0	2	2	3	1	4
58.	Mixed-use Development 7900 Santa Monica Boulevard	Mixed-Use	Apartment - 220; Condominium - 230; Shopping Center - 820	370 DU; 22,500 sf of retail	Proposed	3,200	33	87	120	166	89	254
59.	Mixed-use Development 8512 Santa Monica Boulevard	Mixed-Use	Apartment - 220; Shopping Center - 820	-	Proposed	34	0	2	2	2	1	3
60.	Commercial Development 924 La Cienega Boulevard	Retail	Shopping Center - 820	20,730 sf	Proposed	895	10	6	16	54	27	78
61.	Commercial Development 8964 Melrose Avenue	Retail	Shopping Center - 820	9,923 sf	Proposed	366	4	3	7	21	11	32
62.	Condominium Development 8375 Gentle Street	Residential	Condominium - 230	2 DU	Proposed	12	0	1	1	1	0	1
63.	Mixed-use Development 9010 Sunset Boulevard	Mixed-Use	General Office - 710; Specialty Retail - 814; High-Turnover (Sit-Down) Restaurant - 932	47,000 sf of office; 10,055 sf of retail; 5,480 sf of restaurant	Proposed	720	22	15	37	85	47	132
64.	Commercial Development 8970 Sunset Boulevard	Retail	Specialty Retail - 814	9,055 sf	Proposed	445	6	4	10	12	15	27
					SUBTOTAL - CITY OF WEST HOLLYWOOD RELATED PROJECTS	40,920	1,182	895	2,077	2,153	1,799	3,953
CITY OF GLENDALE												
1.	Glendale Town Center (Americana at Brand) bounded by Harvard Street and Colorado to north	Cinema Restaurant	Multiplex Movie Theater - 445 Quality Restaurant - 931	3,520 Seats 36,520 sf	Under Construction	N/A 5,362	0 27	0 27	0 54	101 254	179 184	280 438

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Table 23 (Continued)
Trip Generation Estimates for Related Projects

Map ID	Project Name/Location	Description/Land Use	ITE Land Use Code/Source	Size	Status[1]	Net Daily Trips	Net A.M. Peak Hour Trips			Net P.M. Peak Hour Trips		
							In	Out	Total	In	Out	Total
	Colorado Street to the south, Brand Boulevard to the east, and Central Avenue to the west	Retail	Shopping Center - 820	165,500 sf		7,206	106	68	174	303	329	632
		Promotional Retail	Shopping Center - 820	170,000 sf		7,300	107	68	175	305	332	637
		Residential	Condominium - 230	100 DU		566	7	37	44	35	17	52
		Residential	Apartment - 220	398 DU		1,395	24	97	121	95	46	141
2	Disney - Glendale Central Creative Campus 1201 Flower Street	Office	General Office - 710	250,000 sf	Under Construction	2,701	343	47	390	51	298	349
3	North Brand Mixed-Use Development	Residential	Condominium - 230	724 DU	Proposed	4,242	54	265	319	252	124	376
	Bounded by SR 134 Freeway, Doran Street, Brand Boulevard, and Louise Avenue	Residential	Townhouse - 230	23 DU		164	2	10	12	10	5	15
		Retail	Shopping Center - 820	75,000 sf		3,221	47	30	77	135	145	24
		Office	General Office - 710	45,000 sf		721	87	12	99	11	86	97
		Hotel	Hotel - 310	448 Rooms		2,660	158	93	251	140	2	142
4	Glendale Downtown Specific Plan		-	-		-	-	-	-	-	-	-
					SUBTOTAL - CITY OF GLENDALE RELATED PROJECTS	37,412	957	759	1,716	1,734	1,714	3,448
					TOTAL - ALL RELATED PROJECTS	335,184	15,715	13,519	29,234	19,529	20,093	39,622

[1] As individual projects are constructed their status may be different from that shown in this table.

Sources:

City of Glendale Planning Department & Glendale Redevelopment Agency
City of Los Angeles Planning Department & Department of Transportation
City of Burbank Planning Department
City of Los Angeles & City of Burbank websites
Environmental Impact Reports & Traffic Impact Studies

ATTACHMENT 7 Pg 14

ATTACHMENT 8

Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
1.	Colfax Avenue &	A.M.	0.770	C
	Ventura Boulevard	P.M.	1.032	[illegible]
2.	Kraft Avenue/SR 170 SB Off-Ramp &	A.M.	0.663	B
	Riverside Drive	P.M.	0.613	B
3.	Tujunga Avenue &	A.M.	1.171	F
	Riverside Drive/Camarillo Street	P.M.	1.126	F
4.	Tujunga Avenue &	A.M.	0.830	D
	Ventura Boulevard	P.M.	0.911	[illegible]
5.	[illegible]	A.M.	0.667	B
	Ventura Boulevard	P.M.	0.669	B
6.	Lankershim Boulevard &	A.M.	1.197	F
	Magnolia Boulevard	P.M.	1.107	F
7.	Studio City Place &	A.M.	0.617	C
	Ventura Boulevard	P.M.	0.683	B
8.	Vineland Avenue &	A.M.	1.101	F
	Magnolia Boulevard	P.M.	1.402	F
9.	Vineland Avenue/Lankershim Boulevard &	A.M.	1.351	F
	Camarillo Street	P.M.	1.205	F
10.	Vineland Avenue &	A.M.	1.124	F
	Riverside Drive	P.M.	0.820	D
11.	Vineland Avenue &	A.M.	1.127	F
	Moorpark Street	P.M.	1.056	F
12.	Vineland Avenue &	A.M.	0.500	A
	Whipple Street	P.M.	0.446	A
13.	Vineland Avenue &	A.M.	0.484	A
	US 101 NB Off-Ramp	P.M.	0.405	A
14.	Vineland Avenue &	A.M.	1.027	F
	Ventura Boulevard	P.M.	1.049	F
15.	SR 134 EB On-Ramp e/o Vineland Avenue &	A.M.	**	F
	Riverside Drive	P.M.	**	F
16.	Plaza Parkway &	A.M.	0.804	D
	Ventura Boulevard	P.M.	0.539	A
17.	Riverton Avenue/Campo de Cahuenga Way &	A.M.	0.640	B
	Ventura Boulevard	P.M.	0.616	B
18.	Lankershim Boulevard &	A.M.	0.835	C
	SR 134 WB Off Ramp	P.M.	0.597	A
19.	Lankershim Boulevard &	A.M.	1.259	F
	Riverside Drive	P.M.	1.080	F
20.	Lankershim Boulevard &	A.M.	1.368	F
	Moorpark Street	P.M.	1.178	F
21.	Lankershim Boulevard &	A.M.	0.951	E
	Whipple Street	P.M.	0.489	A
22.	US 101 NB Ramps &	A.M.	0.235	A
	Campo de Cahuenga Way	P.M.	0.667	B
23.	Metro Driveway &	A.M.	0.202	
	Campo de Cahuenga Way	P.M.	0.607	B
24.	Cahuenga Boulevard &	A.M.	1.026	F
	Magnolia Boulevard	P.M.	1.403	F
25.	Cahuenga Boulevard &	A.M.	0.940	E
	Huston Street	P.M.	0.649	A
26.	Cahuenga Boulevard &	A.M.	1.489	F
	Camarillo Street	P.M.	1.278	F

* OUTSIDE OF STUDIO CITY

ATTACHMENT 8 PG2

Table [illegible]
[illegible]
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
27. [a]	Cahuenga Boulevard &	A.M.	0.702	C
	SR 134 WB Off-Ramp	P.M.	0.555	A
28. [a]	Cahuenga Boulevard &	A.M.	0.924	E
	SR 134 EB Ramps	P.M.	0.969	E
29. [a]	Cahuenga Boulevard &	A.M.	1.158	F
	Riverside Drive	P.M.	1.291	F
30. [a]	Cahuenga Boulevard &	A.M.	1.047	F
	Moorpark Street	P.M.	1.117	F
31. [a]	Cahuenga Boulevard &	A.M.	0.656	B
	Whipple Street	P.M.	0.692	B
32. [a]	Cahuenga Boulevard &	A.M.	**	F
	Valley Spring Lane	P.M.	**	F
33. [a]	Lankershim Boulevard &	A.M.	0.837	D
	Cahuenga Boulevard	P.M.	0.636	B
34. [a]	Lankershim Boulevard &	A.M.	0.715	C
	Valleyheart Drive/Camino Stewart Avenue	P.M.	[illegible]	[illegible]
35. [a]	Lankershim Boulevard &	A.M.	0.880	D
	Main Street	P.M.	0.760	C
36. [a]	Lankershim Boulevard &	A.M.	1.034	F
	Campo de Cahuenga Way/Universal Hollywood Drive	P.M.	1.375	F
37. [a]	Lankershim Boulevard &	A.M.	0.937	E
	US 101 NB Off-Ramp	P.M.	0.877	D
38. [a,**]	Lankershim Boulevard &	A.M.	0.952	E
	Ventura Boulevard/Cahuenga Boulevard	P.M.	0.911	E
39. [a]	US 101 SB Ramps/Regal Place &	A.M.	0.846	D
	Cahuenga Boulevard	P.M.	0.810	D
40. [a]	Ledge Avenue/Moorpark Way &	A.M.	1.070	F
	Riverside Drive	P.M.	1.067	F
41. [a]	Forman Avenue &	A.M.	0.798	C
	Riverside Drive	P.M.	0.901	F
42. [a]	Broadlawn Drive &	A.M.	0.661	B
	Cahuenga Boulevard	P.M.	0.447	A
43. [a]	Universal Center Drive/Universal Studios Boulevard &	A.M.	0.397	A
	Buddy Holly Drive	P.M.	0.692	D
44. [a]	Universal Studios Boulevard &	A.M.	0.668	B
	Cahuenga Boulevard	P.M.	0.724	C
45. [a]	Oakshire Drive &	A.M.	0.718	C
	Cahuenga Boulevard	P.M.	0.776	C
46. [a]	US 101 SB Ramps w/o Barham Boulevard/Cahuenga	A.M.	1.225	F
	Boulevard & Cahuenga Boulevard	P.M.	1.368	F
47. [a]	Barham Boulevard &	A.M.	1.072	F
	Cahuenga Boulevard	P.M.	1.356	F
48. [a,**]	Barham Boulevard &	A.M.	1.109	F
	Buddy Holly Drive/Cahuenga Boulevard	P.M.	1.323	F
49. [a]	Oakcrest Drive &	A.M.	0.973	E
	Cahuenga Boulevard	P.M.	0.723	C
50. [a]	Mulholland Drive &	A.M.	1.051	F
	Cahuenga Boulevard	P.M.	1.061	F
51. [a]	Cahuenga Boulevard &	A.M.	0.869	D
	Hillpark Drive	P.M.	0.725	C
52. [a]	Barham Boulevard &	A.M.	1.028	F
	De Witt Drive	P.M.	1.005	F

ALL THESE INTERSECTIONS DEGRADE FROM A/A (DUE AT C/B) TO ABOVE STUDY LEVELS WITHOUT THE EVOLUTION PROJECT, DUE TO PROPOSED AREA DEVELOPMENT - PARTICULARLY NEAR UNIVERSAL

SEE TABLE 26

ATTACHMENT 8 Pg 3

Table 28 (continued)

Traffic Mitigation Project Conditions (Year 2040)

Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
53. [a]	Barham Boulevard &	A.M.	1.168	F
	Lake Hollywood Drive	P.M.	1.093	F
54. [a]	Barham Boulevard &	A.M.	1.049	F
	Coyote Canyon Road	P.M.	0.927	E
55. [a]	Barham Boulevard &	A.M.	1.352	F
	Lakeside Plaza Drive/Forest Lawn Drive	P.M.	1.204	F
56.	Warner Brothers Studios Gate 7/Gate 8 &	A.M.	0.732	C
	Forest Lawn Drive	P.M.	0.542	A
57.	Memorial Drive &	A.M.	0.529	A
	Forest Lawn Drive	P.M.	0.535	A
58.	Mount Sinai Drive &	A.M.	0.531	A
	Forest Lawn Drive	P.M.	0.443	A
59.	Forest Lawn Drive &	A.M.	1.141	F
	Zoo Drive	P.M.	0.816	D
60. [b]	Forest Lawn Drive &	A.M.	**	F
	SR 134 EB Ramps	P.M.	35.1	E
61. [b]	Forest Lawn Drive &	A.M.	**	F
	SR 134 WB Ramps	P.M.	**	F
62. [a]	Cahuenga Boulevard/Highland Avenue &	A.M.	0.738	C
	Pat Moore Way/US 101 On-Ramps	P.M.	0.616	B
63. [a]	Highland Avenue &	A.M.	0.861	D
	Odin Street	P.M.	0.710	C
64. [a]	Highland Avenue &	A.M.	0.744	C
	Camrose Drive	P.M.	0.697	B
65. [a,c]	Highland Avenue &	A.M.	-	F
	Franklin Avenue	P.M.	-	F
66. [a,e]	Highland Avenue &	A.M.	-	F
	Franklin Place/Franklin Avenue	P.M.		F
67. [b]	Odin Street &	A.M.	0.571	A
	Cahuenga Boulevard	P.M.	0.771	C
68. [a]	Cahuenga Boulevard &	A.M.	0.652	B
	US 101 NB Off-Ramp	P.M.	1.071	F
69. [a]	Cahuenga Boulevard &	A.M.	0.875	D
	Franklin Avenue	P.M.	1.325	F
70. [a]	Cahuenga Boulevard &	A.M.	0.925	E
	Hollywood Boulevard	P.M.	0.825	D
71. [a]	Vine Street &	A.M.	0.665	B
	Franklin Avenue/US 101 SB Off-Ramp	P.M.	0.643	A
72.	[illegible]	A.M.	[illegible]	[illegible]
	[illegible]	P.M.	[illegible]	[illegible]
73.	[illegible]	A.M.	14.1	B
	[illegible]	P.M.	24.1	C
74.	Pass Avenue &	A.M.	0.776	C
	Magnolia Boulevard	P.M.	0.889	D
75.	Pass Avenue &	A.M.	0.866	D
	Verdugo Lane	P.M.	1.203	F
76.	Pass Avenue &	A.M.	0.526	A
	Oak Street	P.M.	0.626	B
77.	Evergreen Street/Riverside Drive &	A.M.	0.740	C
	Alameda Avenue	P.M.	0.827	D
78.	Pass Avenue &	A.M.	0.789	C
	SR 134 EB Off Ramp	P.M.	0.696	B

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Table 70 (Continued)

[illegible]

Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
79. [1]	Pass Avenue &	A.M.	0.907	E
	Alameda Avenue	P.M.	1.078	F
80. [1]	Pass Avenue &	A.M.	0.818	D
	Riverside Drive	P.M.	0.641	B
81. [1]	Olive Avenue &	A.M.	0.967	E
	Pass Avenue	P.M.	0.948	E
82. [1]	Olive Avenue &	A.M.	0.807	D
	Warner Brothers Studios Gate 2/Gate 3	P.M.	0.853	D
83. [1]	Olive Avenue &	A.M.	0.652	B
	Warner Brothers Studios Gate 1/Lakeside Drive	P.M.	0.825	D
84. [1]	Hollywood Way &	A.M.	1.259	F
	Alameda Avenue	P.M.	1.264	F
85. [1]	Cordova Street/SR 134 WB Off-Ramp &	A.M.	1.040	F
	Alameda Avenue	P.M.	1.176	F
86. [1]	Hollywood Way &	A.M.	0.791	C
	Olive Avenue	P.M.	1.207	F
87. [1]	Olive Avenue &	A.M.	0.786	C
	Riverside Drive	P.M.	0.871	D
88. [1]	Lima Street &	A.M.	0.435	A
	Olive Avenue	P.M.	0.452	A
89. [1]	Olive Avenue &	A.M.	0.937	E
	Alameda Avenue	P.M.	1.100	F
90.	California Street &	A.M.	0.605	B
	Riverside Drive	P.M.	0.827	D
91. [1]	Bob Hope Drive &	A.M.	0.985	E
	Alameda Avenue	P.M.	1.013	F
92. [1]	Buena Vista Street &	A.M.	0.937	F
	Alameda Avenue	P.M.	0.946	E
93.	Buena Vista Street/SR 134 EB On-Ramp &	A.M.	1.075	F
	Riverside Drive/SR 134 WB Ramps	P.M.	1.020	F
94. [1]	SR 134 EB On-Ramp/Screenland Drive &	A.M.	13.2	B
	Riverside Drive	P.M.	33.6	D
95. [1]	Buena Vista Street &	A.M.	1.121	F
	Olive Avenue	P.M.	1.099	F
96. [a,b]	Sepulveda Boulevard &	A.M.	1.291	F
	Ventura Boulevard	P.M.	1.485	F
97. [a]	Noble Avenue &	A.M.	0.815	D
	Ventura Boulevard	P.M.	0.873	D
98. [a]	Kester Avenue &	A.M.	0.777	C
	Ventura Boulevard	P.M.	0.818	D
99. [a]	Willis Avenue &	A.M.	0.676	B
	Ventura Boulevard	P.M.	0.729	C
100. [a]	Cedros Avenue (West) &	A.M.	0.784	C
	Ventura Boulevard	P.M.	0.941	E
101. [a]	Cedros Avenue (East) &	A.M.	1.078	F
	Ventura Boulevard	P.M.	0.835	D
102. [a]	Van Nuys Boulevard &	A.M.	1.125	F
	Ventura Boulevard	P.M.	1.297	F
103. [a]	Tyrone Avenue/Beverly Glen Boulevard &	A.M.	0.864	D
	Ventura Boulevard	P.M.	1.004	F
104. [a]	Hazeltine Avenue (West) &	A.M.	0.751	C
	Ventura Boulevard	P.M.	0.871	D
105. [a]	Stern Avenue (West) &	A.M.	0.597	A
	Ventura Boulevard	P.M.	0.605	B

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Table 48 (Continued)
[illegible]
Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
105.	Woodman Avenue &	A.M.	0.818	D
	Ventura Boulevard	P.M.	0.903	E
107.	Sunnyslope Avenue &	A.M.	0.697	B
	Ventura Boulevard	P.M.	0.624	B
108.	Dixie Canyon Avenue &	A.M.	0.665	B
	Ventura Boulevard	P.M.	0.701	C
109.	Fulton Avenue &	A.M.	0.857	D
	Ventura Boulevard	P.M.	0.899	D
110.	Valley Vista Boulevard/Ethel Avenue &	A.M.	0.775	C
	Ventura Boulevard	P.M.	0.765	C
111.	Coldwater Canyon Avenue &	A.M.	1.217	F
	Ventura Boulevard	P.M.	1.491	F
112.	Whitsett Avenue/Laurel Terrace Drive &	A.M.	0.744	C
	Ventura Boulevard	P.M.	0.904	E
113.	Laurelgrove Avenue &	A.M.	0.609	B
	Ventura Boulevard	P.M.	0.729	C
114.	Vantage Avenue &	A.M.	0.662	B
	Ventura Boulevard	P.M.	0.710	C
115.	Laurel Canyon Boulevard &	A.M.	1.152	F
	Ventura Boulevard	P.M.	1.069	F
116.	Radford Avenue/Ventura Place &	A.M.	0.649	B
	Ventura Boulevard	P.M.	0.640	B
117.	US 101 SB On-Ramp n/o Lankershim Boulevard &	A.M.	0.0	A
	Ventura Boulevard	P.M.	0.0	A
118.	Lankershim Boulevard/Tujunga Avenue &	A.M.	1.189	F
	Burbank Boulevard	P.M.	1.170	F
119.	Vineland Avenue &	A.M.	0.843	D
	Burbank Boulevard	P.M.	0.798	C
120.	Cahuenga Boulevard &	A.M.	1.169	F
	Burbank Boulevard	P.M.	1.030	F
121.	Cahuenga Boulevard &	A.M.	0.471	A
	Chandler Boulevard	P.M.	0.706	C
122.	La Cienega Boulevard &	A.M.	0.831	D
	Sunset Boulevard	P.M.	1.218	F
123.	La Cienega Boulevard &	A.M.	1.067	F
	Santa Monica Boulevard	P.M.	0.916	E
124.	Laurel Canyon Boulevard &	A.M.	0.607	B
	Hollywood Boulevard	P.M.	0.754	C
125.	Crescent Heights Boulevard &	A.M.	1.243	F
	Sunset Boulevard	P.M.	0.951	E
126.	Fairfax Avenue &	A.M.	0.950	E
	Hollywood Boulevard	P.M.	0.875	D
127.	Fairfax Avenue &	A.M.	0.728	C
	Sunset Boulevard	P.M.	0.949	E
128.	La Brea Avenue &	A.M.	-	F
	Franklin Avenue	P.M.	-	E
129.	La Brea Avenue &	A.M.	1.026	F
	Hollywood Boulevard	P.M.	0.930	E
130.	La Brea Avenue &	A.M.	0.929	E
	Sunset Boulevard	P.M.	1.091	F
131.	La Brea Avenue &	A.M.	1.076	F
	Fountain Avenue	P.M.	1.030	F
132.	La Brea Avenue &	A.M.	0.977	E
	Santa Monica Boulevard	P.M.	1.080	F

* 2 BLOCKS OUT OF STUDY CITY

ATTACHMENT 8 Pg 6

Table VII (Continued)

Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
133.	Highland Avenue &	A.M.	-	F
	Hollywood Boulevard	P.M.	-	F
134.	Highland Avenue &	A.M.	0.930	E
	Sunset Boulevard	P.M.	0.896	D
135.	Highland Avenue &	A.M.	0.991	E
	Fountain Avenue	P.M.	0.793	C
136.	Highland Avenue &	A.M.	0.915	E
	Santa Monica Boulevard	P.M.	0.936	E
137.	Kester Avenue (East) &	A.M.	0.897	D
	Ventura Boulevard	P.M.	0.998	E
138.	San Vicente Boulevard/Clark St &	A.M.	0.959	F
	Sunset Boulevard	P.M.	1.117	F
139.	Cahuenga Boulevard &	A.M.	0.907	E
	Sunset Boulevard	P.M.	0.814	D
140.	Lankershim Boulevard &	A.M.	0.594	A
	Chandler Boulevard (North)	P.M.	0.353	A
141.	SR 170 SB Ramps &	A.M.	0.776	C
	Magnolia Boulevard	P.M.	0.606	B
142.	SR 170 NB Ramps &	A.M.	0.551	A
	Magnolia Boulevard	P.M.	0.712	C
143.	Tujunga Avenue &	A.M.	16.5	C
	SR 170 NB On-Ramp/Private Driveway	P.M.	12.5	B
144.	Coldwater Canyon Avenue &	A.M.	0.566	A
	US 101 NB Ramps	P.M.	0.551	A
145.	Coldwater Canyon Avenue &	A.M.	0.632	B
	US 101 SB Ramps	P.M.	0.605	B
146.	Coldwater Canyon Avenue &	A.M.	0.953	E
	Moorpark Street	P.M.	1.103	F
147.	Laurel Canyon Boulevard &	A.M.	0.765	C
	US 101 NB Ramps	P.M.	0.632	B
148.	Laurel Canyon Boulevard &	A.M.	[illegible]	C
	US 101 SB Ramps	P.M.	0.646	B
149.	Laurel Canyon Boulevard &	A.M.	[illegible]	F
	Moorpark Street	P.M.	1.287	F
150.	Colfax Avenue &	A.M.	1.000	E
	Riverside Drive	P.M.	1.005	F
151.	Colfax Avenue &	A.M.	0.864	D
	Moorpark Street	P.M.	0.654	
152.	Lankershim Boulevard &	A.M.	0.758	C
	Chandler Boulevard (South)	P.M.	0.609	B
153.	Hollywood Way &	A.M.	1.205	F
	Verdugo Avenue	P.M.	1.102	F
154.	Hollywood Way &	A.M.	1.277	F
	Magnolia Boulevard	P.M.	1.053	F
155.	Buena Vista Street &	A.M.	1.012	F
	Verdugo Avenue	P.M.	1.176	F
156.	Buena Vista Street &	A.M.	1.068	F
	Magnolia Boulevard	P.M.	1.147	F
157.	Tujunga Avenue &	A.M.	16.0	C
	US 101 SB Off-Ramp	P.M.	53.2	F
158.	Tujunga Avenue &	A.M.	12.2	B
	US 101 NB On-Ramp	P.M.	10.6	B
159.	US 101 SB Off-Ramp &	A.M.	25.3	D
	Riverside Drive	P.M.	14.6	B

#157 PM PEAK TRAFFIC GOES FROM A CURRENT "C" TO AN "F" WITHOUT THE EVOLUTION PROJECT.

ATTACHMENT 8 Pg 7

Table VII (Continued)

Intersection Peak Hour Levels of Service

No.	Intersection	Peak Hour	V/C or Delay	LOS
160. [a]	Vineland Avenue &	A.M.	0.724	C
	US 101 SB Ramps	P.M.	0.664	B
161. [b]	US 101 NB On-Ramp &	A.M.	11.0	B
	Moorpark Street	P.M.	18.0	C
162. [c]	Cahuenga Boulevard &	A.M.	**	F
	US 101 SB Ramps	P.M.		F
163. [c]	Bob Hope Drive &	A.M.	**	F
	SR 134 EB Off-Ramp	P.M.	**	F
164. [d]	SR 134 WB On Ramp &	A.M.	41.2	E
	Alameda Avenue	P.M.	49.5	E

*Note: **Indicates oversaturated conditions i.e. long waits at the approaches controlled by stop signs. Delay cannot be calculated.*

[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] *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 seconds for the most constrained approach rather than V/C ratio.*

[c] *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 on average vehicular delay in seconds for the most constrained approach rather than V/C ratio*

[d] *Denotes CMP arterial monitoring station.*

[e] *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.*

Source: Gibson Transportation Consulting, Inc., March 2010.

Future Without Project Conditions (Year 2030)

Intersection Peak Hour Levels of Service Summary

Level of Service	Intersections	
	A.M. Peak Hour	P.M. Peak Hour
A	16	16
B	25	26
C	26	19
D	18	22
E	25	19
F	54	62
Total	164	164

Table 22
Future Without Project Conditions (Year 2030)
Freeway Segment Peak Hour Levels of Service

No.	Freeway Segment	Direction	Number of Lanes [a]	Capacity	A.M. Peak Hour Volume	A.M. Peak Hour V/C	A.M. Peak Hour LOS	P.M. Peak Hour Volume	P.M. Peak Hour V/C	P.M. Peak Hour LOS
1.	US 101	NB	4	8,000	9,688	1.21	F(0)	12,301	1.54	F(3)
	south of Alvarado Street	SB	4	8,000	13,000	1.63	F(3)	12,347	1.54	F(3)
2.	US 101	NB	4	8,000	9,526	1.19	F(0)	12,453	1.56	F(3)
	south of Vermont Avenue	SB	4	8,000	12,712	1.59	F(3)	11,560	1.44	F(2)
3.[b]	US 101	NB	4	8,000	8,052	1.01	F(0)	12,316	1.54	F(3)
	south of Santa Monica Boulevard	SB	4	8,000	12,171	1.52	F(3)	11,376	1.42	F(2)
4.	US 101	NB	6	10,000	9,785	0.98	E	12,204	1.22	F(0)
	south of Barham Boulevard	SB	6	10,000	13,385	1.34	F(1)	11,560	1.17	F(0)
5.	US 101	NB	6	10,000	9,722	0.98	E	[illegible]	[illegible]	E
	north of Camino de Canoenga Way	SB	6	10,000	11,316	1.12	F(0)	9,033	0.91	[illegible]
6.[b]	US 101	NB	6	10,000	9,962	0.99	E	12,965	1.30	F(1)
	east of Coldwater Canyon Avenue	SB	6	10,000	10,676	1.07	F(0)	9,936	0.99	E
7.	US 101	NB	5.5	13,000	10,076	0.78	D	12,860	0.99	E
	east of I-405	SB	6	12,000	11,676	0.97	E	10,706	0.89	D
8.[b]	SR 134 @	EB	4.5	9,000	12,899	1.43	F(2)	8,302	0.92	D
	Forman Avenue	WB	4.5	9,000	8,362	0.93	D	11,440	1.27	F(1)
9.	SR 134	EB	4.5	9,000	12,706	1.41	F(2)	8,675	0.96	E
	east of Forest Lawn Drive	WB	4.5	9,000	11,110	1.23	F(0)	10,930	1.21	F(0)
10.	SR 170	NB	4.5	9,000	7,218	0.80	D	11,287	1.25	F(1)
	north of Magnolia Boulevard	SB	4.5	9,000	11,560	1.28	F(1)	7,092	0.79	D
11.[b]	SR 170	NB	4.5	9,000	5,199	0.58	C	9,431	1.05	F(0)
	south of Sherman Way	SB	4.5	9,000	10,718	1.19	F(0)	6,753	0.75	C
12.[b]	I-5 @	NB	5.5	11,000	10,077	0.92	D	15,157	1.38	F(2)
	Colorado Boulevard Extension	SB	5.5	11,000	11,542	1.05	F(0)	10,730	0.98	E
13.[b]	I-5	NB	4	8,000	5,197	1.03	F(0)	11,021	1.38	F(2)
	south of Burbank Boulevard	SB	4	8,000	10,687	1.36	F(2)	8,920	1.12	F(0)
14.[b]	I-405	NB	5.5	11,000	9,646	0.90	D	16,897	1.52	F(3)
	south of Mulholland Drive	SB	5.5	11,000	13,698	1.24	F(0)	9,545	0.87	D
15.	I-405	NB	6	10,000	9,657	0.97	E	16,934	1.63	F(3)
	south of US 101	SB	5.5	11,000	13,336	1.21	F(0)	9,438	0.83	D
16.	I-405	NB	4.5	9,000	7,403	0.82	D	12,663	1.41	F(2)
	north of US 101	SB	4.5	9,000	10,339	1.15	F(0)	8,375	0.93	E

[a] The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.
[b] CMP Freeway Monitoring Location.

Source: Gibson Transportation Consulting, Inc., March 2010.

TABLE 22: F(0) FORCED TRAFFIC FLOW - SPEED & FLOW MAY BE GREATLY REDUCED W/ HIGH DENSITIES

F(1) FORCED TRAFFIC FLOW - SEVERE CONGESTED CONDITIONS PREVAIL FOR MORE THAN ONE HOUR. SPEED & FLOW MAY DROP TO 0 W/ HIGH DENSITIES

ATTACHMENT 9

Table 31
Project Site Trip Generation – Before TDM Trip Reduction

TRIP GENERATION RATES[a]

Land Use	Rate	Daily	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total
Apartment, ITE 220 HOW MANY ?	per Dwelling Unit[b]	6.72	20%	80%	0.51	65%	35%	0.62
Condominium, ITE 230 HOW MANY ?	per DU	5.86	17%	83%	0.44	67%	33%	0.52
Hotel, ITE 310 450 ROOMS PLANNED	per Occupied Room	8.92	58%	42%	0.67	49%	51%	0.70
Business Office, ITE 710	per 1,000 sf	7[c]	88%	12%	[c]	17%	83%	[c]
Shopping Center, ITE 820	per 1,000 sf	42.94	61%	39%	1.03	48%	52%	3.75

TRIP GENERATION ESTIMATES

Scenario	Size		Daily	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total
Existing plus Interim Development[d]									
Business Area	1,286,112	sf	9,735	954	210	1,164	283	899	1,182
Studio Area	1,239,456	sf	7,535	428	199	627	266	515	781
Entertainment Area	1,513,844	sf	26,536	948	155	1,103	956	1,678	2,634
Back Lot - Studio/Production Support	136,759	sf	1,077	103	18	121	25	92	117
SUBTOTAL - Existing plus Interim Development	4,175,971	sf	44,883	2,433	582	3,015	1,530	3,184	4,714
Net Project (New plus Demolition)									
Business Area	605,662	sf	6,895	719	154	873	194	630	824
Studio Area	280,690	sf	2,908	183	124	307	101	384	485
Entertainment Area	288,600	sf	6,193	360	145	505	(102)	520	418
	500	hotel rooms							
Mixed-Use Residential Area PLANNED UNITS	[illegible]	DU	[illegible]	276	1,108	1,384	1,203	693	1,896
DOES THIS INCLUDE APTS & CONDOS, FROM ?	160,000	sf							
SUBTOTAL - Net Project			36,451	1,538	1,531	3,069	1,396	2,227	3,623

ATTACHMENT 10

Table 30 (Continued)
Project Site Trip Generation

TRIP GENERATION ESTIMATES									
				A.M. Peak Hour			P.M. Peak Hour		
Scenario	Size		Daily	In	Out	Total	In	Out	Total
Full Site									
Business Area	2,091,774	sf	18,630	1,673	364	2,037	477	1,529	2,006
Studio Area	1,656,905	sf	11,520	714	341	1,055	392	391	783
Entertainment Area	1,802,244	sf	32,719	1,308	300	1,608	864	2,188	3,052
	500	hotel rooms							
Mixed-Use Residential Area	2,937	DU	20,465	276	1,108	1,384	1,203	693	1,896
	180,000	sf							
TOTAL - FULL SITE	5,730,923	sf	91,334	3,971	2,113	6,084	2,936	5,401	8,337
	500	hotel rooms							
	2,937	DU							

TOTAL IS UNRELIABLE NUMBER BASED ON QUESTIONS ON 1st PAGE OF TABLE 30

[a] Trip generation rates for land uses other than those mentioned above were derived from empirical data collected at the Project Site.
[b] Dwelling Unit - DU
[c] Trip generation rate based on the best-fit curve formula listed in the ITE for the identified land use
Daily - Ln (T) = 0.77 Ln(X) + 3.65 T = Average Vehicle Trips X = Gross Leasable Area (lsf)
A.M. Peak Hour -
Ln(T) = 0.80 Ln(X) – 1.35
P.M. Peak Hour -
T = 1.12 X + 78.81
[d] Portion of the studio damaged in the June 1, 2008 fire is included in the Existing plus Interim Development baseline and will be replaced with substantially similar uses and square footages.

Source: Gibson Transportation Consulting, Inc., March 2010.

ATTACHMENT 10 PG 2

Table 33
Access Impact Analysis - Operational

No.		Intersection	Peak Hour	Existing		Future without Project		Future with Project, Before TDM Trip Reduction and Mitigations			Future with Project with TDM, Before Mitigations			Future with Project with Funded Improvements		
				V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Significant Impact?	V/C or Delay	LOS	Residual Impact?	V/C or Delay	LOS	Residual Impact?
34.	[a]	Lankershim Boulevard & Valleyheart Drive/James Stewart Avenue	A.M. P.M.	0.329 0.356	A A	0.715 0.904	C E	0.781 1.025	C F	NO YES	0.762 0.981	C E	NO YES	0.604 0.789	B C	NO NO
35.	[a]	Lankershim Boulevard & Main Street	A.M. P.M.	0.431 0.390	A A	0.880 0.760	D C	0.952 1.057	E F	YES YES	0.932 0.952	E E	YES YES	0.763 0.729	C C	NO NO
[illegible]	[illegible]	[illegible] Lambo de Cahuenga Way/[illegible] Hollywood Drive	A.M. P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42.	[a]	Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive	A.M. P.M.	0.065 0.159	A A	0.397 0.892	A D	0.557 0.995	A E	NO YES	0.514 0.956	A E	NO YES	0.413 0.820	A D	NO NO
55	[illegible]	[illegible] Plaza Drive/Forest [illegible]	A.M. P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
72.	[b], [c]	Lankershim Boulevard & Muddy Waters Drive	A.M. P.M.	18.1 19.2	C C	– –	F F	– –	F F	YES YES	– –	F F	YES YES	0.508 0.854	A D	NO NO
73.	[b]	Lankershim Boulevard & Jimi Hendrix Drive	A.M. P.M.	11.7 13.4	B B	14.1 24.1	B C	16.4 36.9	C E	NO YES	15.6 30.7	C D	NO NO	16.5 33.0	C D	NO NO
155.	[d]	Barham Boulevard & C Street	A.M. P.M.	- -	N/A N/A	- -	N/A N/A	0.925 0.987	E E	YES YES	0.911 0.960	E E	YES YES	0.634 0.711	B C	NO NO
156.	[d]	North-South Road/US 101 Northbound On-ramp & Buddy Holly Drive	A.M. P.M.	- -	N/A N/A	- -	N/A N/A	0.323 0.744	A A	NO NO	0.237 0.664	A A	NO NO	0.303 0.605	A B	NO NO
157.	[d]	Universal Studios Boulevard & US 101 Southbound On-ramp	A.M. P.M.	- -	N/A N/A	- -	N/A N/A	- -	N/A N/A	- -	- -	N/A N/A	- -	0.147 0.291	A A	NO NO

[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] *Intersection is controlled by stop signs on minor approach. For the purpose of evaluating the operating conditions of the intersection, level of service is based on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.*
[c] *Intersection is signalized as part of Project mitigation.*
[d] *Intersection is constructed as part of the Project.*

ATTACHMENT 11

#36 & 53

#36 * THIS INTERSECTION GOES FROM AN "A" IN AM & PM TO AN "F" IN AM & PM WITH TDM & FUNDED IMPROVEMENTS —

#53 * THIS INTERSECTION IS ~~ALREADY FAILING~~ AND GETS WORSE W/ TDM & IMPROVEMENTS & DOES SERVE SOME OF MOST OF THE RESIDENTIAL SEGMENT

PROJECT DEVELOPER MUST BE RESPONSIBLE FOR ALL MITIGATION WITHOUT COUNTING ON SHARED MITIGATION FROM METRO PROJECT OR ANY OTHER POTENTIAL PROJECT.

Table 12
Future [illegible] Project With Funded Improvements Conditions (Year 2020)
Intersection Peak Hour Level of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project V/C	Future without Project LOS	Future with Project with TDM, Before Mitigations V/C	Future with Project with TDM, Before Mitigations LOS	Change in V/C	Significant Impact?	Future with Project with Funded Improvements V/C	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	[illegible]	Leftover Mitigation V/C after Metro Universal Required Credit	Required V/C Improvement to eliminate Evolution Plan Significant Impact	Residual Significant Impact?
	[a]	[illegible]	A.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	C	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
		[illegible]		[illegible]		[illegible]	F	0.027	YES	[illegible]	F	[illegible]	[illegible]	0.017	[illegible]	[illegible]		NO
2.	[a]	Kraft Avenue/SR 170 SB Off-Ramp & Riverside Drive	A.M.	0.663	B	0.696	B	0.033	NO	0.643	B	0.000	0.053	0.000	NO	0.053		NO
			P.M.	0.613	B	0.621	B	0.008	NO	0.593	A	0.000	0.026	0.000	NO	0.026		NO
3.	[a]	Tujunga Avenue & Riverside Drive/Camarillo Street	A.M.	1.171	F	1.196	F	0.025	YES	1.155	F	0.016	0.041	0.017		0.024		NO
			P.M.	1.126	F	1.130	F	0.004	NO	1.120	F	0.000	0.010	0.000		0.010		NO
		[illegible]					C	[illegible]		[illegible]	F	[illegible]	[illegible]	[illegible]	NO	0.037		NO
		[illegible]	[illegible]	[illegible]	[illegible]					[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	B	0.000	[illegible]	0.000	NO	0.037		NO
6.	[a]	Lankershim Boulevard & Magnolia 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
			P.M.	1.107	F	1.115	F	0.008	NO	1.105	F	0.000	0.010	0.000	NO	0.010		NO
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	B	[illegible]	[illegible]	[illegible]	NO	[illegible]		NO
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	F	[illegible]	[illegible]	[illegible]	NO	[illegible]		NO
8.	[a]	Vineland Avenue & Magnolia Boulevard	A.M.	1.101	F	1.104	F	0.003	NO	1.094	F	0.000	0.010	0.000	NO	0.010		NO
			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 & Camarillo Street	A.M.	1.351	F	1.375	F	0.025	YES	1.325	F	0.015	0.051	0.021		0.030		NO
			P.M.	1.205	F	1.221	F	0.016	YES	1.209	F	0.007	0.012	0.000		0.012		NO
10.	[a]	Vineland Avenue & Riverside Drive	A.M.	1.124	F	1.172	F	0.049	YES	1.068	F	0.040	0.107	0.028		0.079		NO
			P.M.	0.820	D	0.853	D	0.003	YES	0.801	D	0.014	0.052	0.000		0.052		NO
11.		[illegible]		[illegible]		[illegible]		[illegible]		[illegible]	F	[illegible]	[illegible]	[illegible]		[illegible]		
				[illegible]					YES	[illegible]	F	[illegible]	[illegible]	[illegible]		[illegible]		NO
12.	[a]	Vineland Avenue & Whipple Street	A.M.	0.500	A	0.504	A	0.004	NO	0.494	A	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.446	A	0.448	A	0.002	NO	0.436	A	0.000	0.010	0.000	NO	0.010		NO
13.	[a]	Vineland Avenue & US 101 NB Off-Ramp	A.M.	0.484	A	0.496	A	0.012	NO	0.481	A	0.000	0.015	0.000	NO	0.015		NO
			P.M.	0.405	A	0.409	A	0.004	NO	0.399	A	0.000	0.010	0.000	NO	0.010		NO
		[illegible]		[illegible]				[illegible]	YES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]		[illegible]
		[illegible]	[illegible]	[illegible]				[illegible]	[illegible]	0.198	B	0.000	0.100	0.040		[illegible]		[illegible]
15.	[a]	Plaza Parkway & Ventura Boulevard	A.M.	0.804	D	0.844	D	0.040	YES	0.711	D	0.021	0.123	0.010		0.123		NO
			P.M.	0.539	A	0.569	A	0.030	NO	0.533	A	0.000	0.036	0.000		0.035		NO

ATTACHMENT 12

* 2 BLOCKS OUT SIDE OF STUDIO CITY

Table 3S (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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 Shortfall 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?
17.	[a]	Reseda Avenue/Campo de Cahuenga Way & Ventura Boulevard	A.M.	0.642	B	0.653	B	0.013	NO	0.697	B	0.000	-0.044	0.000	NO	-0.044		NO
			P.M.	0.616	B	0.651	B	0.035	NO	0.657	B	0.000	-0.006	0.000	NO	-0.003		NO
18.	[a]	Lankershim Boulevard & SR 134 WB Off-Ramp	A.M.	0.985	E	0.953	E	0.028	YES	0.914	E	0.019	0.049	0.021		0.028		NO
			P.M.	0.597	A	0.617	B	0.020	NO	0.607	B	0.000	0.010	0.000		0.010		NO
19.	[a]	Lankershim Boulevard & Riverside Drive	A.M.	1.259	F	1.329	F	0.070	YES	1.184	F	0.061	0.145	0.069	[illegible]	0.076		NO
			P.M.	1.060	F	1.110	F	0.050	YES	1.018	F	0.041	0.091	0.013	[illegible]	0.078		NO
20.	[a]	Lankershim Boulevard & Moorpark Street	A.M.	1.368	F	1.454	F	0.086	YES	1.129	F	0.077	0.325	0.075	[illegible]	0.250		NO
			P.M.	1.173	F	1.215	F	0.037	YES	1.120	F	0.028	0.095	0.017	[illegible]	0.078		NO
21.	[a]	Lankershim Boulevard & Whipple Street	A.M.	0.961	E	1.035	F	0.074	YES	0.880	D	0.065	0.145	0.065	[illegible]	0.080		NO
			P.M.	0.489	A	0.522	A	0.033	NO	0.512	A	0.000	0.010	0.000	[illegible]	0.010		NO
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NO	0.351	A	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
			[illegible]	[illegible]				[illegible]	[illegible]	0.725	C	0.019	0.000	0.000	[illegible]	[illegible]	[illegible]	YES
23.	[illegible]	[illegible]	P.M.	0.292	[illegible]	[illegible]	[illegible]	[illegible]	NO	[illegible]	A	0.000	[illegible]	[illegible]	[illegible]	[illegible]		NO
		[illegible] Cahuenga Way	[illegible]	[illegible]	E	[illegible]	[illegible]	[illegible]	NO	[illegible]	C	0.013	-0.047	0.072	[illegible]	[illegible]	[illegible]	YES
24.	[a]	Cahuenga Boulevard & Magnolia Boulevard	A.M.	1.828	F	1.843	F	0.015	YES	1.808	F	0.006	0.035	0.016	NO	0.019		NO
			P.M.	1.403	F	1.406	F	0.003	NO	1.323	F	0.000	0.083	0.000	NO	0.083		NO
25.	[a]	Cahuenga Boulevard & Huston Street	A.M.	0.940	E	0.954	E	0.014	YES	0.921	E	0.005	0.033	0.000	NO	0.033		NO
			P.M.	0.549	A	0.553	A	0.004	NO	0.477	A	0.000	0.076	0.000	NO	0.076		NO
26.	[a]	Cahuenga Boulevard & Camarillo Street	A.M.	1.488	F	1.505	F	0.017	YES	1.472	F	0.008	0.034	0.017	[illegible]	0.017		NO
			P.M.	1.278	F	1.282	F	0.004	NO	1.235	F	0.000	0.047	0.000		0.047		NO
27.	[a]	Cahuenga Boulevard & SR 134 WB Off-Ramp	A.M.	0.702	C	0.780	C	0.078	YES	0.741	C	0.000	0.039	0.000	NO	0.039		NO
			P.M.	0.565	A	0.578	A	0.013	NO	0.521	A	0.000	0.047	0.000	NO	0.047		NO
28.	[a]	Cahuenga Boulevard & SR 134 EB Ramps	A.M.	0.924	E	0.946	E	0.022	YES	0.918	B	0.013	0.328	0.010	[illegible]	0.318		NO
			P.M.	0.959	E	1.036	F	0.077	YES	0.769	C	0.058	0.267	0.093	[illegible]	0.179		NO
29.	[a]	Cahuenga Boulevard & Riverside Drive	A.M.	1.158	F	1.211	F	0.053	YES	1.119	F	0.044	0.092	0.065	[illegible]	0.027	0.017	YES
			P.M.	1.291	F	1.365	F	0.074	YES	1.257	F	0.065	0.108	0.067	[illegible]	0.041	0.024	YES
30.	[a]	Cahuenga Boulevard & Moorpark Street	A.M.	1.047	F	1.123	F	0.076	YES	1.039	F	0.067	0.084	0.139	[illegible]	0.000	0.067	YES
			P.M.	1.117	F	1.185	F	0.068	YES	1.175	F	0.059	0.010	0.138	[illegible]	0.000	0.059	YES
31.	[a]	Cahuenga Boulevard & Whipple Street	A.M.	0.658	B	0.717	C	0.059	YES	0.625	B	0.017	0.092	0.000	NO	0.092		NO
			P.M.	0.692	B	0.760	C	0.068	YES	0.727	C	0.029	0.033	0.000	NO	0.033		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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?
33.	[c]	Lankershim Boulevard & Cahuenga Boulevard	A.M.	0.837	D	0.925	E	0.088	YES	0.771	C	0.069	0.154	0.090	[illegible]	0.064	0.005	YES
			P.M.	0.635	B	0.684	B	0.049	NO	0.553	A	0.000	0.131	0.000	[illegible]	0.131		NO
[illegible]		[illegible]	A.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	YES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
			P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	YES	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]		[illegible]	A.M.	[illegible]	[illegible]		[illegible]	[illegible]	YES	[illegible]	D	0.033	[illegible]	0.110	[illegible]	[illegible]		[illegible]
		[illegible]		[illegible]	[illegible]	[illegible]	E	[illegible]	YES	[illegible]	[illegible]	[illegible]	[illegible]	0.114	[illegible]	[illegible]	0.044	YES
36.	[a]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	YES	[illegible]	F	0.196	0.055	0.020	[illegible]	[illegible]	[illegible]	YES
			[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	YES	[illegible]	F	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
[illegible]		[illegible]	A.M.	[illegible]	E	[illegible]	F	[illegible]	YES	0.732	C	[illegible]	[illegible]	0.060	[illegible]	[illegible]		NO
			P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	YES	0.667	B	[illegible]	0.320	[illegible]	[illegible]	[illegible]		NO
			A.M.	[illegible]	F	[illegible]	E	[illegible]	YES	0.902	[illegible]	[illegible]	[illegible]	[illegible]	YES	[illegible]		NO
		[illegible]	P.M.	[illegible]	[illegible]	[illegible]		[illegible]	YES	0.859	D	0.083	0.144	[illegible]	[illegible]	[illegible]		[illegible]
39.	[c]	US 101 SB Ramps/Regal Place & Cahuenga Boulevard	A.M.	0.843	D	0.897	D	0.051	YES	0.844	D	0.032	0.053	0.000	NO	0.053		NO
			P.M.	0.810	D	0.904	E	0.094	YES	0.734	C	0.075	0.170	0.000	NO	0.170		NO
40.	[c]	Ledge Avenue/Moorpark Way & Riverside Drive	A.M.	1.079	F	1.122	F	0.052	YES	0.945	E	0.043	0.177	0.093	[illegible]	0.084		NO
			P.M.	1.067	F	1.140	F	0.073	YES	0.975	E	0.094	0.164	0.094	[illegible]	0.070		NO
41.	[c]	Forman Avenue & Riverside Drive	A.M.	0.798	C	0.823	D	0.025	YES	0.806	D	0.006	0.017	0.000	[illegible]	0.017		NO
			P.M.	0.891	E	0.955	E	0.064	YES	0.873	D	0.045	0.082	0.022	[illegible]	0.060		NO
42.	[a]	Broadlawn Drive & Cahuenga Boulevard	A.M.	0.651	B	0.705	C	0.044	YES	0.679	B	0.005	0.026	0.000	NO	0.026		NO
			P.M.	0.447	A	0.512	A	0.065	NO	0.485	A	0.000	0.027	0.000	NO	0.027		NO
43.	[a]	Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive	A.M.	0.397	A	0.514	A	0.117	NO	0.419	A	0.000	0.096	0.000	NO	0.096		NO
			P.M.	0.892	D	0.956	E	0.064	YES	0.826	D	0.055	0.130	0.000	NO	0.130		NO
44.	[a]	Universal Studios Boulevard & Cahuenga Boulevard	A.M.	0.668	B	0.796	C	0.128	YES	0.581	A	0.089	0.215	0.000	NO	0.215		NO
			P.M.	0.724	C	0.897	D	0.173	YES	0.747	C	0.134	0.150	0.000	NO	0.150		NO
45.	[a]	Oakshire Drive & Cahuenga Boulevard	A.M.	0.718	C	0.831	D	0.113	YES	0.640	B	0.074	0.191	0.000	NO	0.191		NO
			P.M.	0.776	C	0.880	D	0.104	YES	0.638	B	0.080	0.242	0.000	NO	0.242		NO
46.	[c]	US 101 SB Ramps w/o Barham Boulevard & Cahuenga Boulevard	A.M.	1.225	F	1.345	F	0.120	YES	1.131	F	0.111	0.214	0.000	NO	0.214		NO
			P.M.	1.368	F	1.512	F	0.144	YES	1.265	F	0.135	0.246	0.000	NO	0.246		NO

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Table 35 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations						Future with Project with Funded Improvements						
				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?
47.	[a]	Barham Boulevard & Cahuenga Boulevard	A.M.	1.072	F	1.121	F	0.049	YES	1.070	F	0.040	0.051	0.000	[illegible]	0.051		NO
			P.M.	1.356	F	1.381	F	0.025	YES	1.312	F	0.016	0.069	0.007	YES	0.062		NO
48.	[a]	Barham Boulevard & Buddy Holly Drive/Cahuenga Boulevard	A.M.	1.109	F	1.115	F	0.006	NO	1.101	F	0.000	0.014	0.000	NO	0.014		NO
			P.M.	1.325	F	1.418	F	0.093	YES	1.084	F	0.084	0.332	0.000	NO	0.332		NO
49.	[a]	Cokerest Drive & Cahuenga Boulevard	A.M.	0.978	E	1.035	F	0.062	YES	0.959	E	0.053	0.076	0.000	NO	0.076		NO
			P.M.	0.723	C	0.759	C	0.036	NO	0.694	B	0.000	0.065	0.000	NO	0.065		NO
50.	[a]	Mulholland Drive & Cahuenga Boulevard	A.M.	1.051	F	1.480	F	0.429	YES	1.042	F	0.420	0.438	0.000	NO	0.438		NO
			P.M.	1.061	F	1.111	F	0.050	YES	1.046	F	0.041	0.065	0.000	NO	0.065		NO
51.	[a]	Cahuenga Boulevard & Hillback Drive	A.M.	0.889	D	0.913	E	0.044	YES	0.840	D	0.025	0.073	0.000	NO	0.073		NO
			P.M.	0.725	C	0.751	C	0.026	NO	0.689	B	0.000	0.062	0.000	NO	0.062		NO
52.	[a]	Barham Boulevard & De Witt Drive	A.M.	1.028	F	1.035	F	0.005	NO	1.020	F	0.000	0.013	0.000	NO	0.013		NO
			P.M.	1.005	F	1.010	F	0.005	NO	0.922	E	0.000	0.088	0.000	NO	0.088		NO
53.	[a]	Barham Boulevard & Lake Hollywood Drive	A.M.	1.158	F	1.174	F	0.005	NO	1.161	F	0.000	0.013	0.000	NO	0.013		NO
			P.M.	1.093	F	1.117	F	0.024	YES	1.101	F	0.015	0.016	0.000	NO	0.016		NO
54.	[a]	Barham Boulevard & Coyote Canyon Road	A.M.	1.049	F	1.055	F	0.006	NO	1.042	F	0.000	0.013	0.000	NO	0.013		NO
			P.M.	0.927	E	0.929	E	0.002	NO	0.902	E	0.000	0.027	0.000	NO	0.027		NO
55.	[a]	Barham Boulevard & Lakeside Plaza Drive/Forest Lawn Drive	A.M.	1.352	F	1.477	F	0.125	YES	1.241	F	0.116	0.236	0.000	NO	0.236		NO
			P.M.	1.204	F	1.287	F	0.083	YES	1.130	F	0.074	0.157	0.000	NO	0.157		NO
56.	[a]	Warner Brothers Studios Gate 7/Gate 8 & Forest Lawn Drive	A.M.	0.732	C	0.744	C	0.012	NO	0.738	C	0.000	0.006	0.000	NO	0.006		NO
			P.M.	0.542	A	0.582	A	0.040	NO	0.560	A	0.000	0.022	0.000	NO	0.022		NO
57.	[a]	Memorial Drive & Forest Lawn Drive	A.M.	0.529	A	0.541	A	0.012	NO	0.526	A	0.000	0.005	0.000	NO	0.005		NO
			P.M.	0.535	A	0.575	A	0.041	NO	0.557	A	0.000	0.019	0.000	NO	0.019		NO
58.	[a]	Mount Sinai Drive & Forest Lawn Drive	A.M.	0.531	A	0.542	A	0.011	NO	0.538	A	0.000	0.004	0.000	NO	0.004		NO
			P.M.	0.443	A	0.483	A	0.040	NO	0.454	A	0.000	0.019	0.000	NO	0.019		NO
59.	[a]	Forest Lawn Drive & Zoo Drive	A.M.	1.141	F	1.162	F	0.021	YES	0.555	A	0.012	0.607	0.000	NO	0.607		NO
			P.M.	0.816	D	0.877	D	0.061	YES	0.710	C	0.042	0.167	0.000	NO	0.167		NO
60.	[a]	Cahuenga Boulevard/Highland Avenue & Pat Moore Way/US 101 On-Ramps	A.M.	0.738	C	0.767	C	0.029	NO	0.726	C	0.000	0.041	0.000	NO	0.041		NO
			P.M.	0.616	B	0.643	B	0.027	NO	0.602	B	0.000	0.041	0.000	NO	0.041		NO
61.	[a]	Highland Avenue & Odin Street	A.M.	0.851	D	0.881	D	0.030	YES	0.849	D	0.011	0.042	0.000	NO	0.042		NO
			P.M.	0.710	C	0.733	C	0.023	NO	0.691	B	0.000	0.042	0.000	NO	0.042		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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 Shares 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?
64.	[a]	Highland Avenue & Camrose Drive	A.M.	0.744	C	0.765	C	0.021	NO	0.733	C	0.000	0.032	0.000	NO	0.032		NO
			P.M.	0.697	B	0.717	C	0.020	NO	0.578	B	0.000	0.039	0.000	NO	0.039		NO
65.	[a], [d]	Highland Avenue & Franklin Avenue	A.M.	-	F	-	F	0.029	YES	-	F	0.020	0.041	0.000	NO	0.041		NO
			P.M.	-	F	-	F	0.022	YES	-	F	0.013	0.041	0.000	NO	0.041		NO
66.	[a], [d]	Highland Avenue & Franklin Place/Franklin Avenue	A.M.	-	F	-	F	0.030	YES	-	F	0.021	0.039	0.002	YES	0.037		NO
			P.M.	-	F	-	F	0.019	YES	-	F	0.010	0.010	0.000	NO	0.010		NO
67.	[a]	Odin Street & Cahuenga Boulevard	A.M.	0.571	A	0.577	A	0.005	NO	0.577	A	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.771	C	0.787	C	0.016	NO	0.787	C	0.000	0.000	0.000	NO	0.000		NO
68.	[a]	Cahuenga Boulevard & US 101 NB Off-Ramp	A.M.	0.552	B	0.562	B	0.010	NO	0.567	A	0.000	0.095	0.000	NO	0.095		NO
			P.M.	1.071	F	1.101	F	0.030	YES	1.001	F	0.021	0.100	0.000	NO	0.100		NO
69.	[a]	Cahuenga Boulevard & Franklin Avenue	A.M.	0.875	D	0.879	D	0.004	NO	0.869	D	0.000	0.010	0.000	NO	0.010		NO
			P.M.	1.325	F	1.334	F	0.009	NO	1.324	F	0.000	0.010	0.000	NO	0.010		NO
70.	[a]	Cahuenga Boulevard & Hollywood Boulevard	A.M.	0.925	E	0.931	E	0.006	NO	0.931	E	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.825	D	0.834	D	0.009	NO	0.834	D	0.000	0.000	0.000	NO	0.000		NO
71.	[a]	Vine Street & Franklin Avenue/US 101 SB Off-Ramp	A.M.	0.555	B	0.557	B	0.002	NO	0.557	B	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.543	A	0.547	A	0.004	NO	0.537	A	0.000	0.010	0.000	NO	0.010		NO
74.		Pass Avenue & Magnolia Boulevard	A.M.	0.779	C	0.782	C	0.003	NO	0.799	C	0.000	-0.017	0.000	NO	0.000		NO
			P.M.	0.889	D	0.897	D	0.008	NO	0.892	D	0.000	0.005	0.000	NO	0.005		NO
75.		Pass Avenue & Verdugo Lane	A.M.	0.865	D	0.879	D	0.013	NO	0.849	D	0.000	0.030	0.000	NO	0.030		NO
			P.M.	1.203	F	1.217	F	0.014	YES	1.147	F	0.005	0.070	0.000	NO	0.070		NO
76.		Pass Avenue & Oak Street	A.M.	0.526	A	0.531	A	0.005	NO	0.545	A	0.000	-0.014	0.000	NO	0.000		NO
			P.M.	0.526	B	0.533	B	0.007	NO	0.533	B	0.000	0.000	0.000	NO	0.000		NO
77.	[a]	Evergreen Street/Riverside Drive & Alameda Avenue	A.M.	0.740	C	0.764	C	0.024	NO	0.748	C	0.000	0.016	0.000	NO	0.016		NO
			P.M.	0.927	D	0.968	D	0.041	YES	0.929	D	0.022	0.039	0.000	NO	0.039		NO
78.		Pass Avenue & SR 134 EB Off-Ramp	A.M.	0.789	C	0.797	C	0.008	NO	0.760	C	0.000	0.037	0.000	NO	0.037		NO
			P.M.	0.696	B	0.709	C	0.013	NO	0.659	B	0.000	0.050	0.000	NO	0.050		NO
79.	[a]	Pass Avenue & Alameda Avenue	A.M.	0.987	E	0.998	E	0.011	YES	0.983	E	0.002	0.015	0.000	[illegible]	0.015		NO
			P.M.	1.078	F	1.093	F	0.015	YES	1.016	F	0.006	0.077	0.005	[illegible]	0.072		NO
80.	[a]	Pass Avenue & Riverside Drive	A.M.	0.818	D	0.860	D	0.042	YES	0.762	C	0.023	0.098	0.000	NO	0.098		NO
			P.M.	0.641	B	0.675	B	0.034	NO	0.689	B	0.000	-0.014	0.000	NO	0.000		NO

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Table 35 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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 Shares 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?
31.	[e]	Olive Avenue & Pass Avenue	A.M.	0.967	E	1.021	F	0.054	YES	0.841	D	0.045	0.180	0.000	NO	0.180		NO
			P.M.	0.948	E	1.042	F	0.094	YES	0.792	C	0.085	0.249	0.000	NO	0.249		NO
32.	[e]	Olive Avenue & Warner Brothers Studios Gate 2/Gate 3	A.M.	0.807	D	0.843	D	0.039	YES	0.785	C	0.020	0.061	0.000	NO	0.061		NO
			P.M.	0.853	D	0.901	E	0.048	YES	0.881	D	0.029	0.020	0.000	NO	0.020	0.009	YES
33.	[e]	Olive Avenue & Warner Brothers Studios Gate 1/Lakeside Drive	A.M.	0.552	B	0.573	B	0.021	NO	0.528	B	0.000	0.045	0.000	NO	0.045		NO
			P.M.	0.825	D	0.871	D	0.046	YES	0.807	D	0.027	0.064	0.000	NO	0.064		NO
34.	[e]	Hollywood Way & Alameda Avenue	A.M.	1.250	F	1.264	F	0.005	NO	1.268	F	0.000	-0.004	0.000	NO	0.000		NO
			P.M.	1.264	F	1.272	F	0.008	NO	1.272	F	0.000	0.000	0.000	NO	0.000		NO
35.	[e]	Cordova Street/SR 134 WB Off-Ramp & Alameda Avenue	A.M.	1.040	F	1.045	F	0.005	NO	1.045	F	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.176	F	1.182	F	0.006	NO	1.182	F	0.000	0.000	0.000	NO	0.000		NO
36.	[e]	Hollywood Way & Olive Avenue	A.M.	0.791	C	0.818	D	0.027	YES	0.791	C	0.008	0.027	0.000	NO	0.027		NO
			P.M.	1.207	F	1.231	F	0.024	YES	1.212	F	0.015	0.019	0.000	NO	0.019		NO
37.	[e]	Olive Avenue & Riverside Drive	A.M.	0.786	C	0.796	C	0.010	NO	0.750	C	0.000	0.046	0.000	NO	0.046		NO
			P.M.	0.871	D	0.880	D	0.009	NO	0.842	D	0.000	0.038	0.000	NO	0.038		NO
38.	[e]	Lima Street & Olive Avenue	A.M.	0.435	A	0.444	A	0.009	NO	0.415	A	0.000	0.029	0.000	NO	0.029		NO
			P.M.	0.452	A	0.463	A	0.011	NO	0.433	A	0.000	0.030	0.000	NO	0.030		NO
39.	[e]	Olive Avenue & Alameda 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
			P.M.	1.109	F	1.109	F	0.000	NO	1.016	F	0.000	0.093	0.000	NO	0.093		NO
40.		California Street & Riverside Drive	A.M.	0.805	B	0.807	B	0.002	NO	0.807	B	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.827	D	0.829	D	0.002	NO	0.826	D	0.000	0.003	0.000	NO	0.003		NO
41.	[e]	Bob Hope Drive & Alameda Avenue	A.M.	0.985	E	0.990	E	0.005	NO	0.990	E	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.013	F	1.017	F	0.004	NO	1.017	F	0.000	0.000	0.000	NO	0.000		NO
42.	[e]	Buena Vista Street & Alameda Avenue	A.M.	0.937	E	0.939	E	0.002	NO	0.935	E	0.000	0.004	0.000	NO	0.004		NO
			P.M.	0.946	E	0.949	E	0.003	NO	0.946	E	0.000	0.000	0.000	NO	0.000		NO
43.		Buena Vista Street/SR 134 EB On-Ramp & Riverside Drive/SR 134 WB Ramps	A.M.	1.075	F	1.076	F	0.001	NO	1.073	F	0.000	0.003	0.000	NO	0.003		NO
			P.M.	1.020	F	1.022	F	0.002	NO	1.018	F	0.000	0.004	0.000	NO	0.004		NO
44.	[e]	Buena Vista Street & Olive Avenue	A.M.	1.121	F	1.127	F	0.006	NO	1.081	F	0.000	0.046	0.000	NO	0.046		NO
			P.M.	1.099	F	1.102	F	0.003	NO	1.054	F	0.000	0.048	0.000	NO	0.048		NO
45.	[e], [e]	Sepulveda Boulevard & Ventura 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
			P.M.	1.435	F	1.435	F	0.000	NO	1.435	F	0.000	0.000	0.000	NO	0.000		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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?
97.	[a]	Noble Avenue & Ventura Boulevard	A.M.	0.815	D	0.827	D	0.012	NO	0.790	C	0.000	0.037	0.000	NO	0.037		NO
			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 & Ventura Boulevard	A.M.	0.777	C	0.777	C	0.000	NO	0.753	C	0.000	0.024	0.000	NO	0.024		NO
			P.M.	0.818	D	0.828	D	0.010	NO	0.791	C	0.000	0.037	0.000	NO	0.037		NO
99.	[a]	Willis Avenue & Ventura Boulevard	A.M.	0.676	B	0.689	B	0.013	NO	0.652	B	0.000	0.037	0.000	NO	0.037		NO
			P.M.	0.729	C	0.747	C	0.018	NO	0.711	C	0.000	0.036	0.000	NO	0.036		NO
100.	[a]	Cedros Avenue (West) & Ventura Boulevard	A.M.	0.784	C	0.796	C	0.012	NO	0.759	C	0.000	0.037	0.000	NO	0.037		NO
			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) & Ventura Boulevard	A.M.	1.076	F	1.095	F	0.019	YES	1.054	F	0.006	0.039	0.000	NO	0.039		NO
			P.M.	0.835	D	0.841	D	0.006	NO	0.802	D	0.000	0.039	0.000	NO	0.039		NO
102.	[a]	Van Nuys Boulevard & Ventura Boulevard	A.M.	1.125	F	1.141	F	0.016	YES	1.101	F	0.007	0.040	0.000	NO	0.040		NO
			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 & Ventura Boulevard	A.M.	0.864	D	0.877	D	0.013	NO	0.841	D	0.000	0.036	0.000	NO	0.036		NO
			P.M.	1.004	F	1.007	F	0.003	NO	0.971	E	0.000	0.036	0.000	NO	0.036		NO
104.	[a]	Hazeltine Avenue (West) & Ventura Boulevard	A.M.	0.751	C	0.765	C	0.014	NO	0.728	C	0.000	0.037	0.000	NO	0.037		NO
			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) & Ventura Boulevard	A.M.	0.597	A	0.611	B	0.014	NO	0.575	A	0.000	0.036	0.000	NO	0.036		NO
			P.M.	0.605	B	0.625	B	0.020	NO	0.588	A	0.000	0.037	0.000	NO	0.037		NO
106.	[a], [c]	Woodman Avenue & Ventura Boulevard	A.M.	0.818	D	0.833	D	0.015	NO	0.796	C	0.000	0.037	0.000	NO	0.037		NO
			P.M.	0.903	E	0.923	E	0.020	YES	0.867	D	0.011	0.036	0.000	NO	0.036		NO
107.	[a]	Sunnyslope Avenue & Ventura Boulevard	A.M.	0.697	B	0.712	C	0.015	NO	0.675	B	0.000	0.037	0.000	NO	0.037		NO
			P.M.	0.624	B	0.644	B	0.020	NO	0.607	B	0.000	0.037	0.000	NO	0.037		NO
[illegible]		[illegible]	A.M.	[illegible]	B	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]
[illegible]		[illegible]	A.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		NO
[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NO	[illegible]	C	0.000	0.036	[illegible]	NO	0.036		NO
		[illegible]	P.M.	[illegible]	[illegible]	0.781	C	0.028	NO	[illegible]	C	0.000	0.037	[illegible]	NO	0.037		NO
[illegible]	[illegible]	[illegible] &	A.M.	1.217	F	[illegible]	F	[illegible]	[illegible]	[illegible]	F	[illegible]	0.040	[illegible]	YES	[illegible]		NO
		[illegible]	[illegible]	[illegible]	F	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	F	0.017	0.040	0.007	YES	0.033		NO

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* 2-4 BLOCKS OUTSIDE OF STUDIO CITY

Table 3S (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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]	[illegible]	A.M.	0.744	C	0.753	C	0.010	NO	[illegible]	C	0.000	0.040	0.000	NO	0.040		NO
		[illegible]	P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0.836	D	0.016	0.040	[illegible]	[illegible]	[illegible]		NO
[illegible]		[illegible] Ventura Boulevard	A.M.	0.609	B	[illegible]	[illegible]	[illegible]	NO	[illegible]	[illegible]	[illegible]	0.037	0.000	NO	0.037		NO
			P.M.	[illegible]	C	0.754	[illegible]	0.003	NO	0.717	C	0.000	0.037	[illegible]	NO	0.037		NO
114	[illegible]	[illegible] Ventura Boulevard	A.M.	[illegible]	[illegible]	0.70[illegible]	C	0.001	NO	[illegible]	B	0.000	0.037	[illegible]	NO	[illegible]		NO
			P.M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	NO	[illegible]	B	[illegible]	0.037	0.000	NO	0.037		NO
[illegible]	[illegible]	[illegible] Ventura Boulevard	A.M.	[illegible]	[illegible]	[illegible]	[illegible]	0.001	YES	[illegible]	[illegible]	[illegible]	0.040	0.013	YES	0.027		NO
			P.M.	[illegible]	[illegible]	1.036	[illegible]	[illegible]	YES	1.058	[illegible]	0.018	0.040	[illegible]	YES	[illegible]		NO
116.	[illegible]	[illegible] Ventura Boulevard	A.M.	[illegible]	[illegible]	[illegible]	B	0.002	NO	[illegible]	B	0.000	0.027	0.000	NO	[illegible]		NO
			P.M.	[illegible]	[illegible]	[illegible]	B	[illegible]	NO	0.615	B	0.000	0.034	0.000	NO	0.034		NO
118.	[b]	Lankershim Boulevard/Tujunga Avenue & Burbank Boulevard	A.M.	1.189	F	1.196	F	0.007	NO	1.186	F	0.000	0.010	0.000	NO	0.010		NO
			P.M.	1.170	F	1.175	F	0.005	NO	1.165	F	0.000	0.010	0.000	NO	0.010		NO
119.	[b]	Vineland Avenue & Burbank Boulevard	A.M.	0.843	D	0.845	D	0.005	NO	0.839	D	0.000	0.010	0.000	NO	0.010		NO
			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.	[b]	Cahuenga Boulevard & Burbank 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
			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.	[b]	Cahuenga Boulevard & Chandler Boulevard	A.M.	0.471	A	0.475	A	0.004	NO	0.453	A	0.000	0.022	0.000	NO	0.022		NO
			P.M.	0.706	C	0.713	C	0.007	NO	0.697	B	0.000	0.016	0.000	NO	0.016		NO
122.		La Cienega Boulevard & Sunset Boulevard	A.M.	0.831	D	0.839	D	0.008	NO	0.839	D	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.218	F	1.227	F	0.009	NO	1.227	F	0.000	0.000	0.000	NO	0.000		NO
123.	[b]	La Cienega Boulevard & Santa Monica Boulevard	A.M.	1.067	F	1.068	F	0.001	NO	1.068	F	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.916	E	0.919	E	0.003	NO	0.919	E	0.000	0.000	0.000	NO	0.000		NO
124.	[b]	Laurel Canyon Boulevard & Hollywood Boulevard	A.M.	0.597	B	0.598	B	0.001	NO	0.588	A	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.754	C	0.755	C	0.001	NO	0.745	C	0.000	0.010	0.000	NO	0.010		NO
125.	[b]	Crescent Heights Boulevard & Sunset Boulevard	A.M.	1.243	F	1.249	F	0.006	NO	1.249	F	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.981	E	0.983	E	0.002	NO	0.983	E	0.000	0.000	0.000	NO	0.000		NO
126.	[b]	Fairfax Avenue & Hollywood Boulevard	A.M.	0.950	E	0.965	E	0.016	YES	0.873	D	0.007	0.093	0.000	NO	0.093		NO
			P.M.	0.875	D	0.880	D	0.005	NO	0.880	D	0.000	0.000	0.000	NO	0.000		NO
127.	[b]	Fairfax Avenue & Sunset Boulevard	A.M.	0.728	C	0.740	C	0.012	NO	0.740	C	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.948	E	0.958	E	0.009	NO	0.958	E	0.000	0.000	0.000	NO	0.000		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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?
128.	[a], [d]	La Brea Avenue & Franklin Avenue	A.M.	-	E	-	E	0.013	YES	-	E	0.009	0.010	0.000	NO	0.010		NO
			P.M.	-	E	-	E	0.019	YES	-	E	0.010	0.010	0.000	NO	0.010		NO
129.	[a]	La Brea Avenue & Hollywood Boulevard	A.M.	1.026	F	1.054	F	0.028	YES	0.997	E	0.019	0.057	0.000	NO	0.057		NO
			P.M.	0.930	E	0.943	E	0.013	YES	0.905	E	0.009	0.040	0.000	NO	0.040		NO
130.	[a]	La Brea Avenue & Sunset Boulevard	A.M.	0.929	E	0.943	E	0.014	YES	0.933	E	0.005	0.010	0.000	NO	0.010		NO
			P.M.	1.091	F	1.110	F	0.019	YES	1.100	F	0.010	0.010	0.000	NO	0.010		NO
131.		La Brea Avenue & Fountain Avenue	A.M.	1.078	F	1.085	F	0.009	NO	1.085	F	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.033	F	1.037	F	0.004	NO	1.037	F	0.000	0.000	0.000	NO	0.000		NO
132.		La Brea Avenue & Santa Monica Boulevard	A.M.	0.977	E	0.985	E	0.008	NO	0.985	E	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.080	F	1.085	F	0.005	NO	1.085	F	0.000	0.000	0.000	NO	0.000		NO
133.	[a], [d]	Highland Avenue & Hollywood Boulevard	A.M.	-	F	-	F	0.023	YES	-	F	0.019	0.042	0.002	YES	0.040		NO
			P.M.	-	F	-	F	0.033	YES	-	F	0.030	0.138	0.002	YES	0.136		NO
134.	[a]	Highland Avenue & Sunset Boulevard	A.M.	0.930	E	0.970	E	0.040	YES	0.864	D	0.031	0.105	0.000	NO	0.105		NO
			P.M.	0.895	D	0.930	E	0.034	YES	0.888	D	0.025	0.042	0.000	NO	0.042		NO
135.	[a]	Highland Avenue & Fountain Avenue	A.M.	0.991	E	1.000	E	0.009	NO	0.990	E	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.793	C	0.805	D	0.012	NO	0.795	C	0.000	0.010	0.000	NO	0.010		NO
136.	[a], [c]	Highland Avenue & Santa Monica Boulevard	A.M.	0.918	E	0.927	E	0.009	NO	0.917	E	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.938	E	0.940	E	0.002	NO	0.930	E	0.000	0.010	0.000	NO	0.010		NO
137.	[a]	Kester Avenue (East) & Ventura Boulevard	A.M.	0.697	B	0.709	C	0.012	NO	0.672	B	0.000	0.037	0.000	NO	0.037		NO
			P.M.	0.996	E	1.013	F	0.017	YES	0.977	E	0.006	0.036	0.000	NO	0.036		NO
138.		San Vicente Boulevard/Clark St & Sunset Boulevard	A.M.	0.959	E	0.966	E	0.007	NO	0.966	E	0.000	0.000	0.000	NO	0.000		NO
			P.M.	1.117	F	1.123	F	0.005	NO	1.123	F	0.000	0.000	0.000	NO	0.000		NO
139.	[a]	Cahuenga Boulevard & Sunset Boulevard	A.M.	0.907	E	0.909	E	0.002	NO	0.899	D	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.814	D	0.822	D	0.008	NO	0.812	D	0.000	0.010	0.000	NO	0.010		NO
140.	[a]	Lankershim Boulevard & Chandler Boulevard (North)	A.M.	0.594	A	0.602	B	0.008	NO	0.602	B	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.353	A	0.362	A	0.009	NO	0.362	A	0.000	0.000	0.000	NO	0.000		NO
141.	[a]	SR 170 SB Ramps & Magnolia Boulevard	A.M.	0.776	C	0.785	C	0.009	NO	0.746	C	0.000	0.039	0.000	NO	0.039		NO
			P.M.	0.606	B	0.609	B	0.003	NO	0.566	A	0.000	0.043	0.000	NO	0.043		NO
142.	[a]	SR 170 NB Ramps & Magnolia Boulevard	A.M.	0.551	A	0.561	A	0.010	NO	0.521	A	0.000	0.040	0.000	NO	0.040		NO
			P.M.	0.712	C	0.715	C	0.003	NO	0.705	C	0.000	0.010	0.000	NO	0.010		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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?
144.	[a]	Coldwater Canyon Avenue & US 101 NB Ramps	A.M.	[illegible]	A	[illegible]	A	[illegible]	NO	[illegible]	A	0.000	0.010	0.000	NO	0.010		NO
			P.M.	[illegible]	A	[illegible]	A	0.002	NO	0.543	A	0.000	0.010	0.000	NO	0.010		NO
145.	[a]	Coldwater Canyon Avenue & US 101 SB Ramps	A.M.	0.632	B	[illegible]	F	0.001	NO	0.623	B	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.635	B	0.637	B	0.002	NO	0.637	A	0.000	0.010	0.000	NO	0.010		NO
146.	[a]	Coldwater Canyon Avenue & Moorpark Street	A.M.	0.853	D	0.855	E	0.002	NO	0.845	E	0.000	0.010	0.000	NO	0.010		NO
			P.M.	[illegible]	F	[illegible]	F	0.002	NO	1.095	F	0.000	0.010	0.000	NO	0.010		NO
147.	[a]	Laurel Canyon Boulevard & US 101 NB Ramps	A.M.	0.75[illegible]	C	[illegible]	C	[illegible]	NO	0.756	C	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.632	B	0.632	B	0.000	NO	0.662	B	0.000	0.010	0.000	NO	0.010		NO
148.	[a]	Laurel Canyon Boulevard & US 101 SB Ramps	A.M.	0.735	C	0.736	C	0.001	NO	0.726	C	0.000	0.010	0.000	NO	0.010		NO
			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 & Moorpark Street	A.M.	1.174	F	1.178	F	0.004	NO	1.168	F	0.000	0.010	0.000	NO	0.010		NO
			P.M.	1.287	F	1.292	F	0.005	NO	1.282	F	0.000	0.010	0.000	NO	0.010		NO
150.	[a]	Cahuenga Avenue & Riverside Drive	A.M.	1.000	E	1.001	F	0.001	NO	0.991	E	0.000	0.010	0.000	NO	0.010		NO
			P.M.	1.005	F	1.007	F	0.002	NO	0.997	E	0.000	0.010	0.000	NO	0.010		NO
151.	[a]	Cahuenga Avenue & Moorpark Street	A.M.	0.854	D	0.856	D	0.002	NO	0.855	D	0.000	0.010	0.000	NO	0.010		NO
			P.M.	0.554	B	0.555	B	0.001	NO	0.645	B	0.000	0.010	0.000	NO	0.010		NO
152.	[a]	Lankershim Boulevard & Chandler Boulevard (South)	A.M.	0.758	C	0.767	C	0.009	NO	0.767	C	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.629	B	0.629	B	0.011	NO	0.620	B	0.000	0.000	0.000	NO	0.000		NO
153.	[a]	Hollywood Way & Verdugo Avenue	A.M.	1.255	F	1.270	F	0.005	NO	1.273	F	0.000	-0.003	0.000	NO	0.000		NO
			P.M.	1.152	F	1.159	F	0.007	NO	1.165	F	0.000	0.004	0.007	NO	0.000		NO
154.	[a]	Hollywood Way & Magnolia Boulevard	A.M.	1.277	F	1.281	F	0.004	NO	1.285	F	0.000	-0.004	0.000	NO	0.000		NO
			P.M.	1.053	F	1.059	F	0.006	NO	1.059	F	0.000	0.000	0.000	NO	0.000		NO
155.	[a]	Buena Vista Street & Verdugo Avenue	A.M.	1.012	F	1.013	F	0.001	NO	1.015	F	0.000	-0.002	0.000	NO	0.000		NO
			P.M.	1.175	F	1.181	F	0.005	NO	1.178	F	0.000	0.003	0.000	NO	0.003		NO
156.	[a]	Buena Vista Street & Magnolia Boulevard	A.M.	1.068	F	1.072	F	0.004	NO	1.073	F	0.000	-0.001	0.000	NO	0.000		NO
			P.M.	1.147	F	1.148	F	0.001	NO	1.148	F	0.000	0.000	0.000	NO	0.000		NO

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Table 39 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030)
Intersection Peak Hour Levels of Service - Signalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				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?
760		Whitsett Avenue & US 101 SB Ramps	A.M.	0.734	C	[illegible]	[illegible]	[illegible]	NO	0.690	A	0.000	0.100	0.001	NO	0.179		NO
			P.M.	0.884	D	[illegible]	B	0.015	NO	0.800	A	0.000	0.080	0.000	NO	0.080		NO

[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 NBC Universal 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.

Intersection Impact Summary

Level of Service	Number of Impacted Intersections before TDM and Funded Improvements		Number of Impacted Intersections after TDM		Number of Residual Impacted Intersections after TDM and Funded Improvements	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
C	5	6	5	2	1	3
D	15	8	8	8	0	1
Total Residual Peak Hour Impacts at LOS C or D					1	4
Total Individual Intersections with Residual Impacts at LOS C or D [a]					5	
E	13	12	12	13	0	0
F	36	35	30	31	3	2 [b]
Total Residual Peak Hour Impacts at LOS E or F					3	2 [b]
Total Individual Intersections with Residual Impacts at LOS E or F					3 [b]	
Total Peak Hour Residual Impacts	69	65	55	54	4	5 [b]
Total Individual Intersections with Residual Impacts	32		70		8	

[a] While the Project has residual significant impacts at 5 individual intersections operating at LOS C or D, it should be noted that LOS D or better is considered an acceptable LOS by LADOT.
[b] This analysis conservatively assumes the proposed physical improvement for the intersection of Cahuenga Boulevard & Moorpark Street would not be implemented. In the event that this improvements implemented, the number of impacted intersections mitigation would be 4 in the morning peak hour and 5 in the afternoon peak hour (total of 8 intersections).

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SHARED MITIGATION W/ METRO – UNSIGNALIZED INTERSECTIONS –

Table 40
Future With Project With Funded Improvements Conditions (Year 2030), Los Angeles CEQA Thresholds Guide Methodology
Intersection Peak Hour Levels of Service – Unsignalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	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?
15.	[b], [c]	SR 134 EB On-Ramp c/o Vineland Avenue & Riverside Drive	A.M.	–	F	–	F			-	N/A							
			P.M.	–	F	–	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	1.127	F	1.138	F	0.011	YES	0.567	A	0.000	0.571	0.000	NO	0.571		NO
			P.M.	1.085	F	1.118	F	0.033	YES	0.868	B	0.024	0.445	0.000	NO	0.445		NO
22.	[c], [d]	Cahuenga Boulevard & Valley Spring Lane	A.M.	–	F	–	F			-	N/A							
			P.M.	–	F	–	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.894	D	0.970	E	0.076	YES	0.564	A	0.067	0.396	0.102	YES	0.284		NO
			P.M.	0.953	E	1.039	F	0.086	YES	0.721	C	0.077	0.318	0.113	YES	0.205		NO
60.	[d]	Forest Lawn Drive & SR 134 EB Ramps	A.M.	–	F	–	F			25.3	D							
			P.M.	35.1	E	39.5	E			16.1	C							
		Analysis using CMA Methodology [a]	A.M.	1.587	F	1.613	F	0.026	YES	0.884	D	0.017	0.729	0.000	NO	0.729		NO
			P.M.	0.880	D	0.908	E	0.028	YES	0.816	B	0.009	0.292	0.000	NO	0.292		NO
61.	[c], [d]	Forest Lawn Drive & SR 134 WB Ramps	A.M.	–	F	–	F			-	N/A							
			P.M.	–	F	–	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.995	E	0.922	E	0.017	YES	0.633	B	0.006	0.239	0.000	NO	0.239		NO
			P.M.	0.643	B	0.659	B	0.016	NO	0.445	A	0.000	0.214	0.000	NO	0.214		NO
72.	[c], [d]	Lankershim Boulevard & Muddy Waters Drive	A.M.	–	F	–	F			-	N/A							
			P.M.	–	F	–	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.828	D	0.904	E	0.076	YES	0.508	A	0.057	0.396	0.070	YES	0.326		NO
			P.M.	1.083	F	1.200	F	0.117	YES	0.554	D	0.108	0.346	0.114	YES	0.232		NO
73.	[c]	Lankershim Boulevard & Jimi Hendrix Drive	A.M.	14.1	B	15.6	C			15.0	C							
			P.M.	24.1	C	30.7	D			23.2	D							
		Analysis using CMA Methodology [a]	A.M.	0.921	E	0.973	E	0.052	YES	0.852	D	0.041	0.121	0.052	YES	0.069		NO
			P.M.	0.883	D	0.962	E	0.079	YES	0.970	E	0.080	-0.026	0.056	YES	0.009	0.009	YES
94.	[d]	SR 134 EB On-Ramp/Screenland Drive & Riverside Drive	A.M.	13.2	B	13.3	B			13.3	B							
			P.M.	33.6	D	34.5	D			33.8	D							
		Analysis using CMA Methodology [a]	A.M.	0.745	C	0.747	C	0.002	NO	0.747	C	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.893	D	0.895	D	0.002	NO	0.895	D	0.000	0.000	0.000	NO	0.000		NO
117.	[b], [c]	US 101 SB On-Ramp c/o Lankershim Boulevard & Vineland Boulevard	A.M.	0.0	A	0.0	A			-	N/A							
			P.M.	0.0	A	0.0	A											
		Analysis using CMA Methodology [a]	A.M.	[illegible]	[illegible]	[illegible]	[illegible]			0.602	B	0.000	0.116	0.000	NO	0.116		NO
			P.M.	0.450	A	0.458	A			0.682	B	0.000	-0.224	[illegible]	NO	-0.224		NO

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Table 40 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030), Los Angeles CEQA Thresholds Guide Methodology
Intersection Peak Hour Levels of Service – Unsignalized Intersections

No.		Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements									
				V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Required Evolution Plan Mitigation V/C	Mitigation V/C Effectiveness	Required Metro Universal Mitigation V/C	Mitigation Shares 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?
156.	[b]	Tujunga Avenue & SR 170 NB On-Ramp/Private Driveway	A.M.	16.5	C	17.0	C			17.0	C							
			P.M.	12.5	B	13.1	B			13.1	B							
		Analysis using CMA Methodology [a]	A.M.	0.743	C	0.764	C	0.016	NO	0.764	C	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.687	B	0.713	C	0.025	NO	0.713	C	0.000	0.000	0.000	NO	0.000		NO
157	[c], [d]	Tujunga Avenue & US 101 SB Off-Ramp	A.M.	16.0	C	16.0	C			-	N/A							
			P.M.	53.2	F	53.2	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.526	A	0.526	A	0.000	NO	0.519	A	0.000	0.205	0.000	NO	0.205		NO
			P.M.	0.888	D	0.888	D	0.000	NO	0.606	B	0.000	0.277	0.000	NO	0.277		NO
158.	[b]	Tujunga Avenue & US 101 NB On-Ramp	A.M.	12.2	B	12.2	B			12.2	B							NO
			P.M.	10.6	B	10.6	B			10.6	B							NO
		Analysis using CMA Methodology [a]	A.M.	0.586	A	0.586	A	0.000	NO	0.586	A	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.662	B	0.662	B	0.000	NO	0.662	B	0.000	0.000	0.000	NO	0.000		NO
159.	[c]	US 101 SB Off-Ramp & Riverside Drive	A.M.	25.3	D	31.4	D			20.5	C							
			P.M.	14.5	B	15.0	B			14.0	B							
		Analysis using CMA Methodology [a]	A.M.	0.747	C	0.803	D	0.056	YES	0.681	B	0.017	0.122	0.006	YES	0.116		NO
			P.M.	0.556	A	0.580	A	0.024	NO	0.551	A	0.000	0.029	0.000	NO	0.029		NO
161.	[b], [c]	US 101 NB On-Ramp & Moorpark Street	A.M.	11.0	B	11.2	B			-	N/A							
			P.M.	15.0	C	16.7	C			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.565	B	0.572	B	0.005	NO	0.642	B	0.000	0.002	0.000	NO	0.002		NO
			P.M.	0.832	D	0.854	D	0.022	YES	0.824	D	0.003	0.030	0.000	NO	0.030		NO
162.	[c], [d]	Cahuenga Boulevard & US 101 SB Ramps	A.M.	--	F	--	F			-	N/A							
			P.M.	--	F	--	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	1.451	F	1.496	F	0.015	YES	1.160	F	0.006	0.336	0.000	NO	0.336		NO
			P.M.	1.679	F	1.705	F	0.026	YES	1.338	F	0.017	0.360	0.000	NO	0.360		NO
163.	[d]	Bob Hope Drive & SR 134 EB Off-Ramp	A.M.	--	F	--	F			--	F							
			P.M.	--	F	--	F			--	F							
		Analysis using CMA Methodology [a]	A.M.	0.815	D	0.815	D	0.000	NO	0.815	D	0.000	0.000	0.000	NO	0.000		NO
			P.M.	0.958	E	0.958	E	0.000	NO	0.958	E	0.000	0.000	0.000	NO	0.000		NO
164.	[b], [c]	SR 134 WB On-Ramp & Alameda Avenue	A.M.	41.2	E	41.8	E			-	N/A							
			P.M.	49.5	E	51.8	F			-	N/A							
		Analysis using CMA Methodology [a]	A.M.	0.582	D	0.583	D	0.001	NO	0.606	B	0.000	0.277	0.000	NO	0.277		NO
			P.M.	0.560	D	0.560	D	0.000	NO	0.588	A	0.000	0.272	0.000	NO	0.272		NO

OK NORTH HOLLYWOOD

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Table 40 (Continued)
Future With Project With Funded Improvements Conditions (Year 2030), Los Angeles CEQA Thresholds Guide Methodology
Intersection Peak Hour Levels of Service – Unsignalized Intersections

No.	Intersection	Peak Hour	Future without Project		Future with Project with TDM, Before Mitigations				Future with Project with Funded Improvements								
			V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	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?

[a] Per the Los Angeles CEQA Thresholds Guide, unsignalized intersections operating at LOS C, D, E, or F using the 2000 HCM methodology are required to be analyzed using the CMA methodology for signalized intersections for determination of significant impacts.
[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 seconds for the most constrained approach rather than V/C ratio.
[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 included 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 on average vehicular delay in seconds for the most constrained approach rather than V/C ratio.
– Indicates oversaturated conditions, i.e. long waits at the approaches controlled by stop signs. Delay cannot be calculated.

Unsignalized Intersections Impact Summary

Level of Service	Number of Impacted Intersections with TDM, before Mitigations		Number of Residual Impacted Intersections after TDM and Funded Improvements	
	A.M. Peak Hour	P.M. Peak Hour	A.M. Peak Hour	P.M. Peak Hour
C	1	1	0	0
D	1	1	0	1
E	0	1	0	0
F	6	4	0	0
Total Peak Hour Impacts	8	7	0	1
Total Individual Intersections Impacted	9		1	

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Table 41
Future with Project with Funded Improvements Conditions (Year 2030)
Freeway Segment Levels of Service - A.M. Peak Hour

AM PEAK HOURS

No.	Freeway Segment	Direction	Number of Lanes[a]	Capacity	Future without Project			Future with Project, Before Mitigations					Future with Project with Funded Improvements						
					Volume	V/C	LOS	Volume	V/C	LOS	Increase in V/C	Significant Impact?	Number of Lanes[a]	Capacity	Volume	V/C	LOS	Increase in V/C	Significant Impact?
1.	US 101	NB	4	8,000	9,688	1.21	F(0)	9,794	1.22	F(0)	0.012	NO	4	8,000	9,794	1.22	F(0)	0.012	NO
	south of Alvarado Street	SB	4	8,000	13,000	1.63	F(3)	13,092	1.64	F(3)	0.012	NO	4	8,000	13,092	1.64	F(3)	0.012	NO
2.	US 101	NB	4	8,000	9,526	1.19	F(0)	9,631	1.20	F(0)	0.013	NO	4	8,000	9,631	1.20	F(0)	0.013	NO
	south of Vermont Avenue	SB	4	8,000	12,712	1.59	F(3)	12,833	1.60	F(3)	0.015	NO	4	8,000	12,833	1.60	F(3)	0.015	NO
3. *	US 101	NB	4	8,000	8,052	1.01	F(0)	8,188	1.02	F(0)	0.017	NO	4	8,000	8,188	1.02	F(0)	0.017	NO
	south of Santa Monica Boulevard	SB	4	8,000	12,171	1.52	F(3)	12,316	1.54	F(3)	0.019	NO	4	8,000	12,316	1.54	F(3)	0.019	NO
4.	US 101	NB	5	10,000	9,785	0.98	E	10,046	1.01	F(0)	0.025	YES	5	10,000	10,046	1.01	F(0)	0.025	YES
	south of Barham Boulevard	SB	5	10,000	13,386	1.34	F(1)	13,600	1.36	F(2)	0.021	YES	5	10,000	13,600	1.36	F(2)	0.021	YES
5.	US 101	NB	5	10,000	8,1[illegible]	0.82	D	8,339	0.83	D	0.017	NO	5	10,000	8,339	0.83	D	[illegible]	NO
	north of Campo de Cahuenga Way	SB	5	10,000	11,213	1.12	F(0)	11,255	1.13	F(0)	0.005	NO	5.5	11,000	12,035	1.10	F(0)	0.021	NO
6. *	US 101	NB	5	10,000	[illegible]	0.92	D	[illegible]	0.94	E	0.008	NO	5	10,000	[illegible]	0.94	E	[illegible]	NO
	east of Coldwater Canyon Avenue	SB	5	10,000	10,679	1.07	F(0)	10,776	1.08	F(0)	0.010	NO	5	10,000	10,776	1.08	F(0)	0.010	NO
7	US 101	NB	5.5	13,000	10,078	0.78	D	10,157	0.78	D	0.005	NO	6.5	13,000	10,157	0.78	D	0.005	NO
	east of I-405	SB	6	12,000	11,576	0.97	E	11,756	0.98	E	0.009	NO	6	12,000	11,756	0.98	E	[illegible]	NO
8. *	SR 134 @	EB	4.5	9,000	12,898	1.43	F(2)	12,953	1.44	F(2)	0.006	NO	4.5	9,000	12,953	1.44	F(2)	0.006	NO
	Forman Avenue	WB	4.5	9,000	8,362	0.93	D	8,487	0.94	E	0.014	NO	4.5	9,000	8,462	0.94	E	0.011	NO
9.	SR 134	EB	4.5	9,000	12,708	1.41	F(2)	12,829	1.43	F(2)	0.013	NO	4.5	9,000	12,828	1.43	F(2)	0.013	NO
	east of Forest Lawn Drive	WB	4.5	9,000	11,110	1.23	F(0)	11,245	1.25	F(0)	0.015	NO	4.5	9,000	11,230	1.25	F(0)	0.014	NO
10.	SR 170	NB	4.5	9,000	7,218	0.80	D	7,328	0.81	D	0.012	NO	4.5	9,000	7,328	0.81	D	0.012	NO
	north of Magnolia Boulevard	SB	4.5	9,000	11,560	1.28	F(1)	11,721	1.30	F(1)	0.018	NO	4.5	9,000	11,721	1.30	F(1)	0.018	NO
11. *	SR 170	NB	4.5	9,000	6,199	0.69	C	6,268	0.70	C	0.007	NO	4.5	9,000	6,268	0.70	C	0.007	NO
	south of Sherman Way	SB	4.5	9,000	10,718	1.19	F(0)	10,859	1.21	F(0)	0.016	NO	4.5	9,000	10,859	1.21	F(0)	0.016	NO
12. *	I-5 @	NB	5.5	11,000	10,077	0.92	D	10,087	0.92	D	0.001	NO	5.5	11,000	10,087	0.92	D	0.001	NO
	Colorado Boulevard Extension	SB	5.5	11,000	11,542	1.05	F(0)	11,566	1.05	F(0)	0.002	NO	5.5	11,000	11,566	1.05	F(0)	0.002	NO
13. *	I-5	NB	4	8,000	8,197	1.03	F(0)	8,197	1.03	F(0)	0.000	NO	4	8,000	8,197	1.03	F(0)	0.000	NO
	south of Burbank Boulevard	SB	4	8,000	10,867	1.36	F(2)	10,867	1.36	F(2)	0.000	NO	4	8,000	10,867	1.36	F(2)	0.000	NO
14. *	I-405	NB	5.5	11,000	9,846	0.90	D	9,870	0.90	D	0.002	NO	5.5	11,000	9,870	0.90	D	0.002	NO
	south of Mulholland Drive	SB	5.5	11,000	13,598	1.24	F(0)	13,603	1.24	F(0)	0.001	NO	5.5	11,000	13,603	1.24	F(0)	0.001	NO
15.	I-405	NB	5	10,000	9,657	0.97	E	9,682	0.97	E	0.002	NO	5	10,000	9,682	0.97	E	0.002	NO
	south of US 101	SB	5.5	11,000	13,336	1.21	F(0)	13,341	1.21	F(0)	0.001	NO	5.5	11,000	13,341	1.21	F(0)	0.001	NO
16.	I-405	NB	4.5	9,000	7,403	0.82	D	7,413	0.82	D	0.001	NO	4.5	9,000	7,413	0.82	D	0.001	NO
	north of US 101	SB	4.5	9,000	10,339	1.15	F(0)	10,345	1.15	F(0)	0.000	NO	4.5	9,000	10,345	1.15	F(0)	0.000	NO

[a] *The lane capacities are assumed to be 2,000 vph for through lanes and 1,000 vph for high-occupancy vehicle (HOV) and auxiliary lanes. HOV and auxiliary lanes are thus represented as 1/2 of a lane.*
* *CMP Freeway Monitoring Location.*

Source: Gibson Transportation Consulting, Inc.

*#5 ~~South~~ 101/~~#5~~ So. Bound 101 EXCEEDS CAPACITY EVENT WITH FUNDED IMPROVEMENTS w/ ABOVE
#6 101 So. " " " " " " " " " "

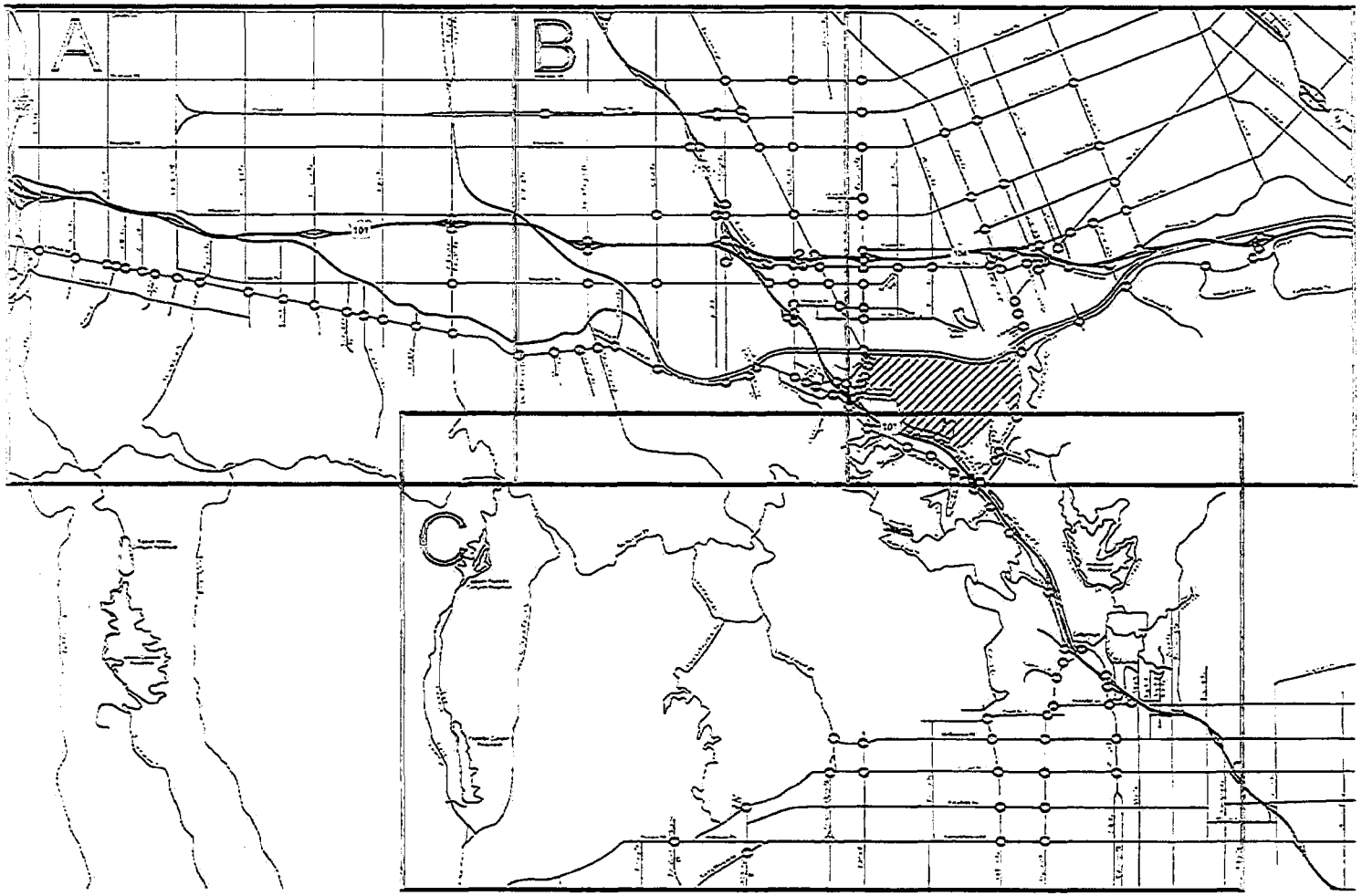
ATTACHMENT 14

Table 43
Regional Transit Impact Analysis

	A.M. Peak Hour	P.M. Peak Hour
Project Transit Trips	1,037	1,194
Existing Capacity Surplus	2,541	2,286
Surplus with Project	1,504	1,092
Proposed Project Improvements -		
Additional Bus [a]	1	1
Seated Capacity / Bus	66	66
Percentage Available for Project patrons	25%	25%
Additional Capacity	17	17
Final Surplus with Project Improvements	1,521	1,109

[a] *The Project would add one articulated bus to the Metro Rapid 750 line traveling along the Ventura Boulevard corridor.*

ATTACHMENT 15

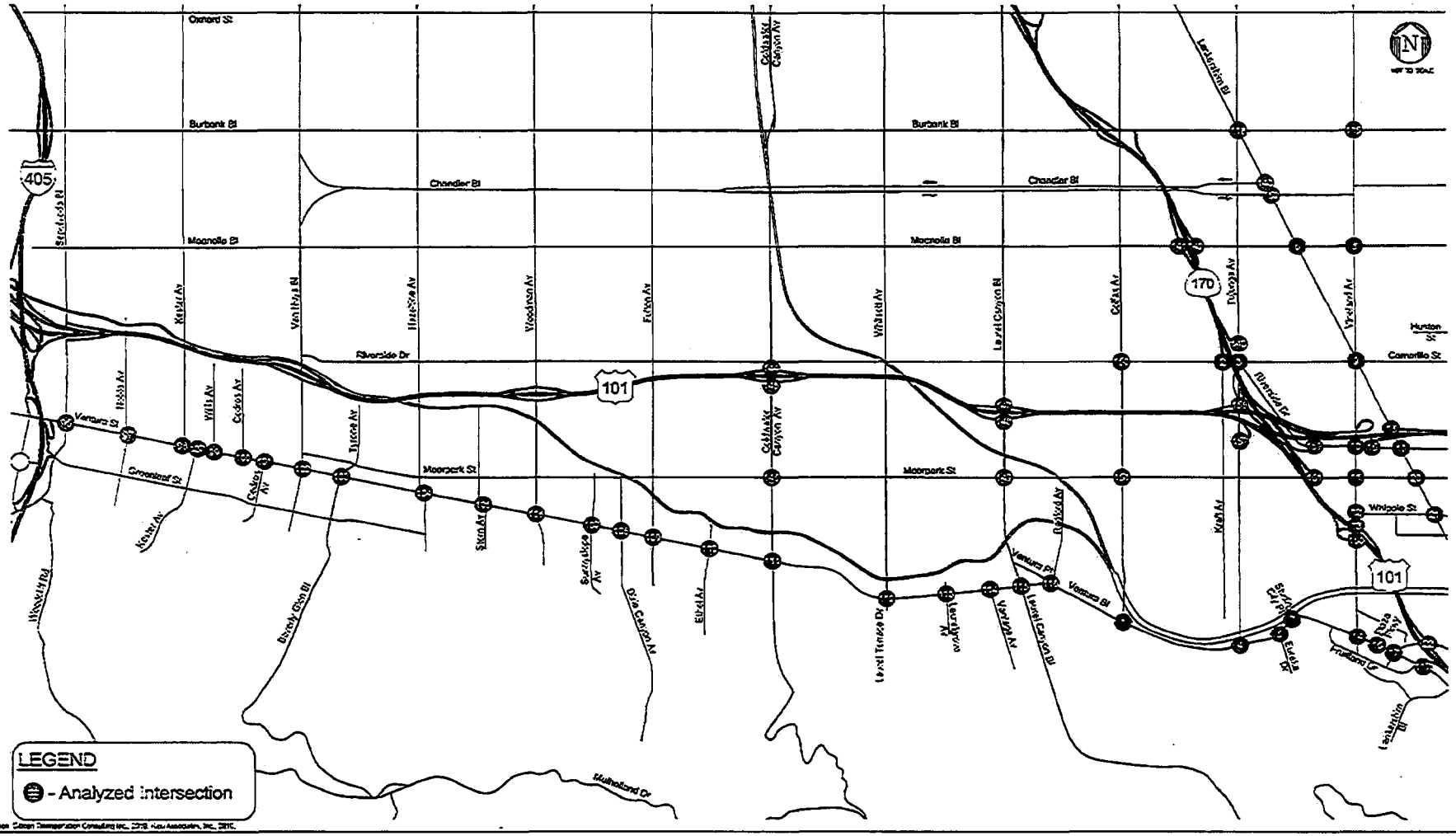


Source: Cobun Transportation Consulting Inc., 2014; Arcy Associates, Inc., 2010

matrix environmental

Figure 42
Study Area Division

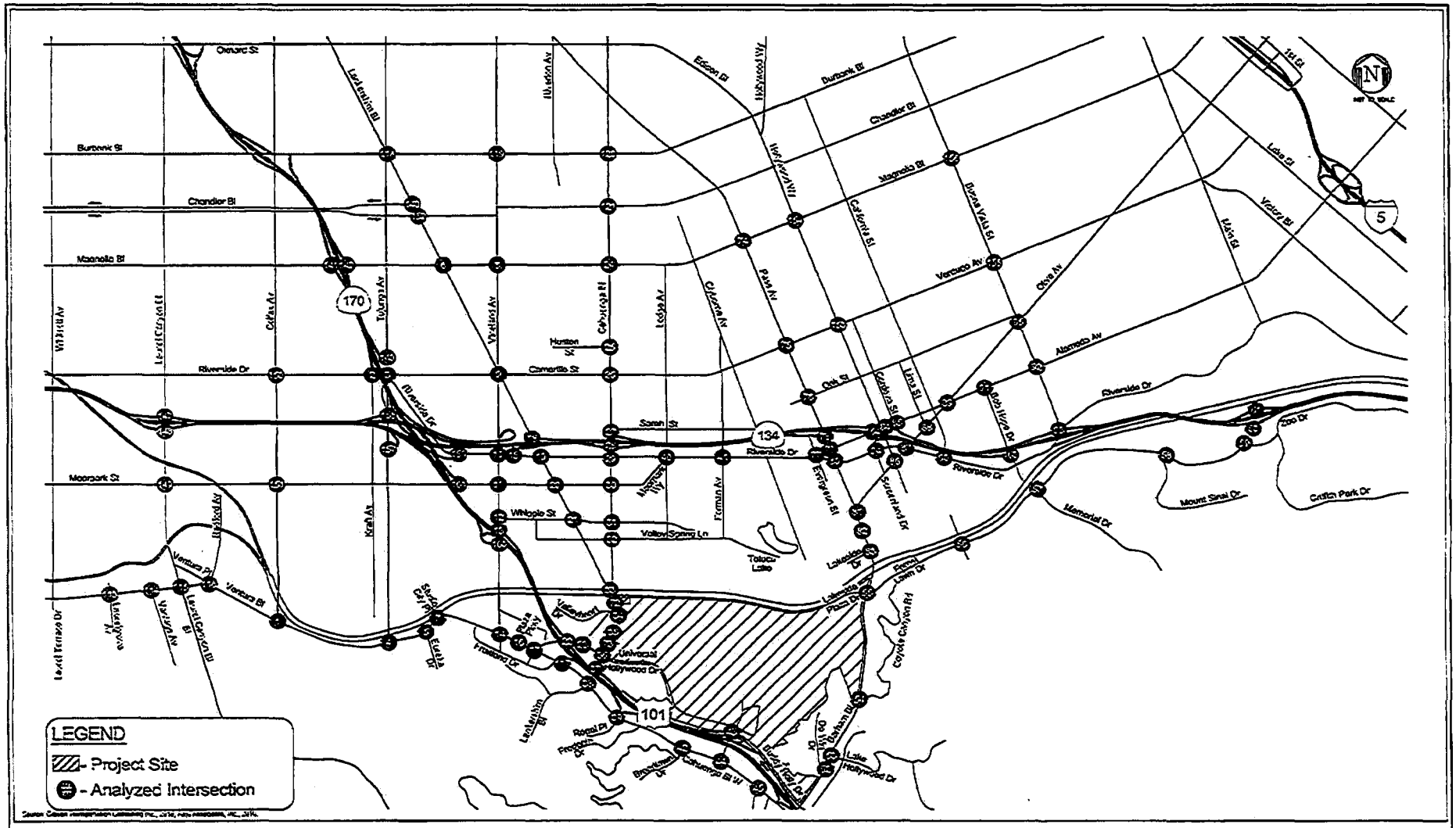
ATTACHMENT 16

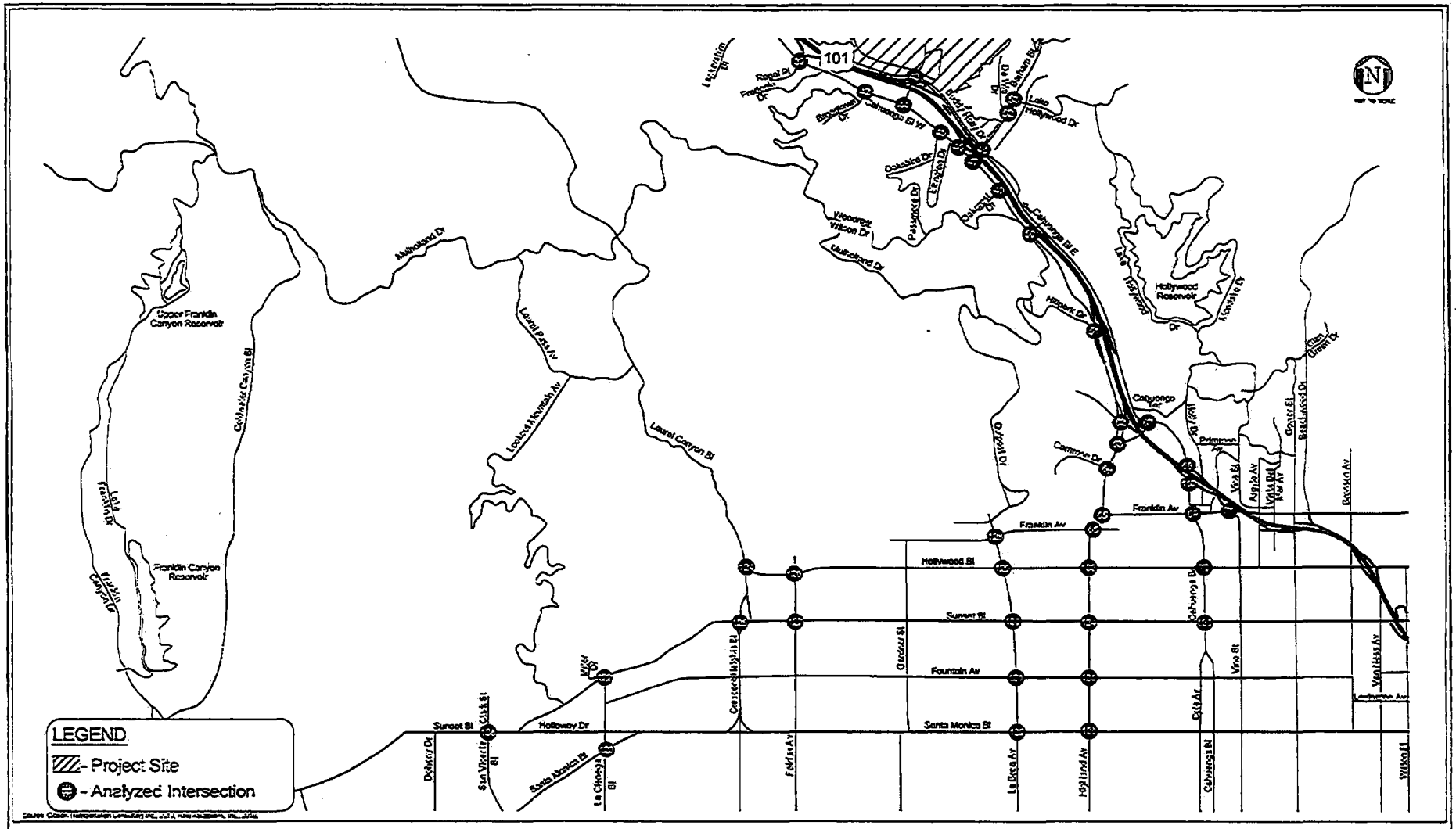


matrix environmental

Figure 43A
Study Area and Analyzed Intersections

ATTACHMENT #17

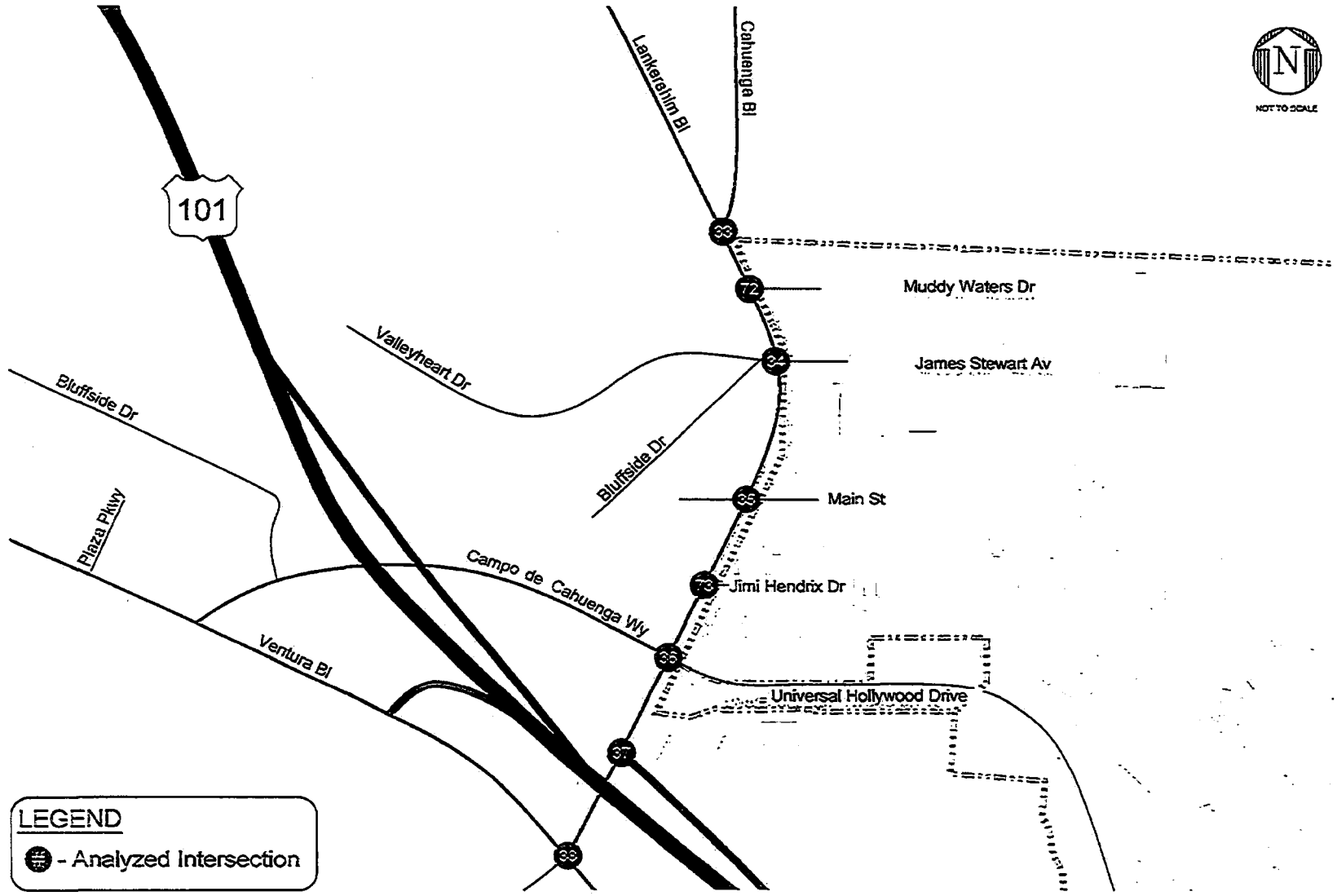

LEGEND
- Project Site
- Analyzed Intersection
Burbank Bl
Chandler Bl
Magnolia Bl
Riverside Dr
Moorpark St
Ventura Bl
Oxnard St
Victory Bl
Vanowen St
Saticoy St
Roscoe Bl
Sherman Way
Van Nuys Bl
Lankershim Bl
Universal City
Hollywood Bl
Cahuenga Bl W
Franklin Av
Los Feliz Bl
Fountain Av
Sunset Bl
Melrose Av
Santa Monica Bl
Olympic Bl
Pico Bl
Washington Bl
Venice Bl
Rose Av
Venice Bl
Ocean Park Bl
Pico Bl
Olympic Bl
Santa Monica Bl
Sunset Bl
Melrose Av
Fountain Av
Hollywood Bl
Los Feliz Bl
Franklin Av
Sherman Way
Roscoe Bl
Saticoy St
Van Nuys Bl
Victory Bl
Ventura Bl
Oxnard St
Burbank Bl
Chandler Bl
Magnolia Bl
Riverside Dr
Moorpark St
Ventura Bl
Victory



matrix environmental

Figure 43C
Study Area and Analyzed Intersections

ATTACHMENT 17 463

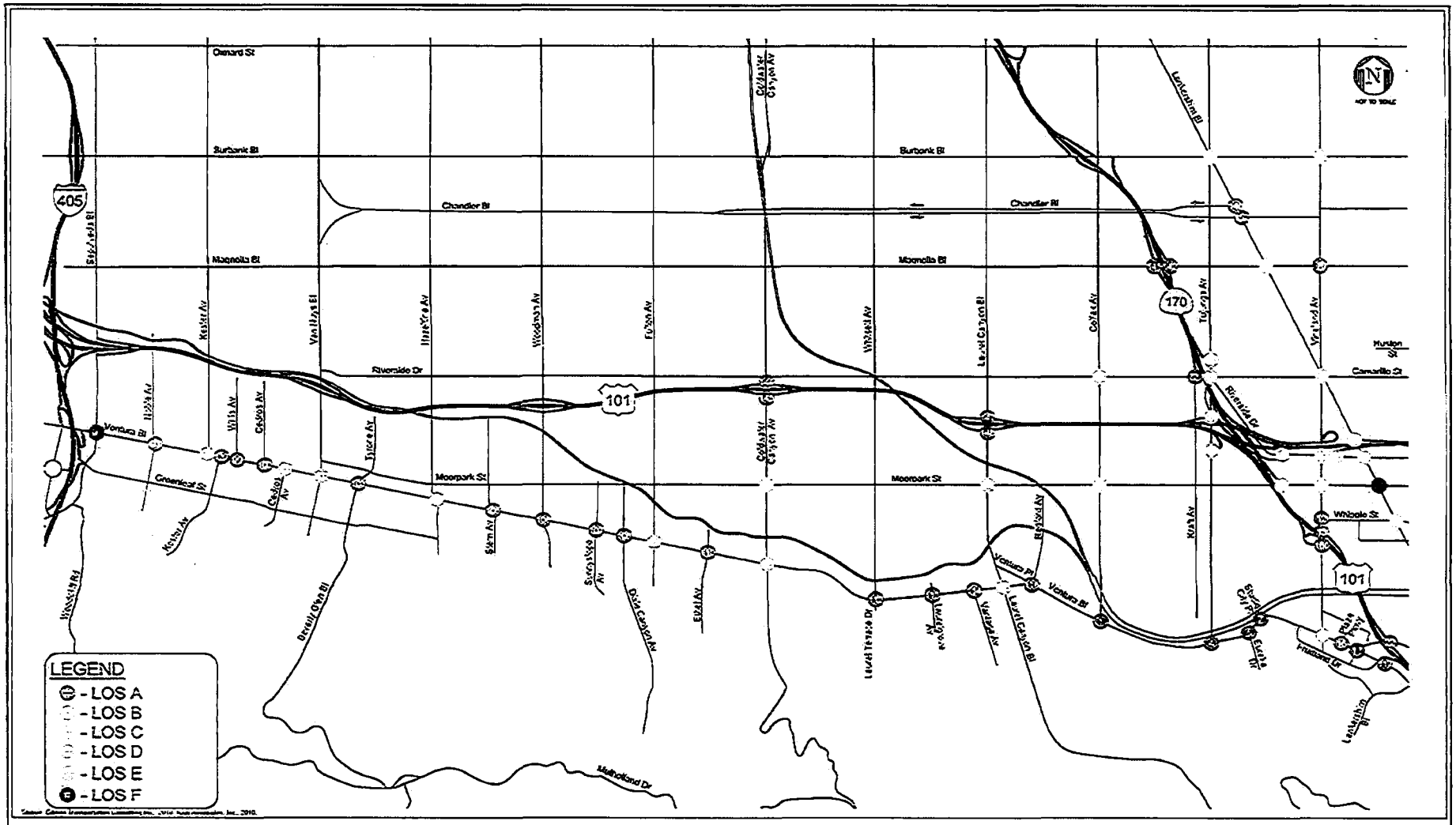


Source: Gibson Transportation Consulting Inc., 2010; Raju Associates, Inc., 2010.

matrix environmental

Figure 44A
Project Site and Adjacent Analyzed Intersections on Lankershim Boulevard

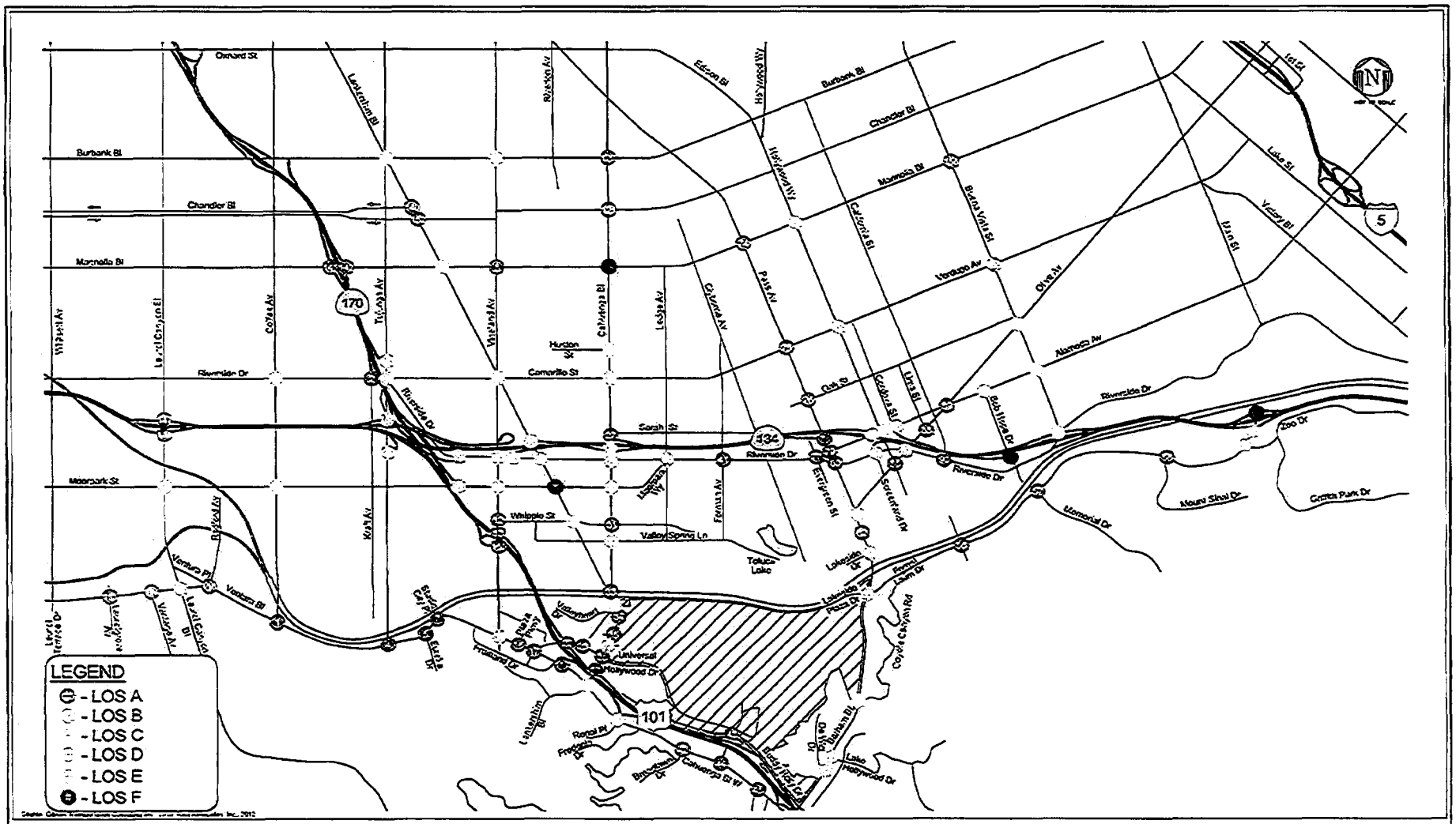
ATTACHMENT 18



matrix environmental

Figure 46A
Existing Conditions
Intersection Level of Service - A.M. Peak Hour

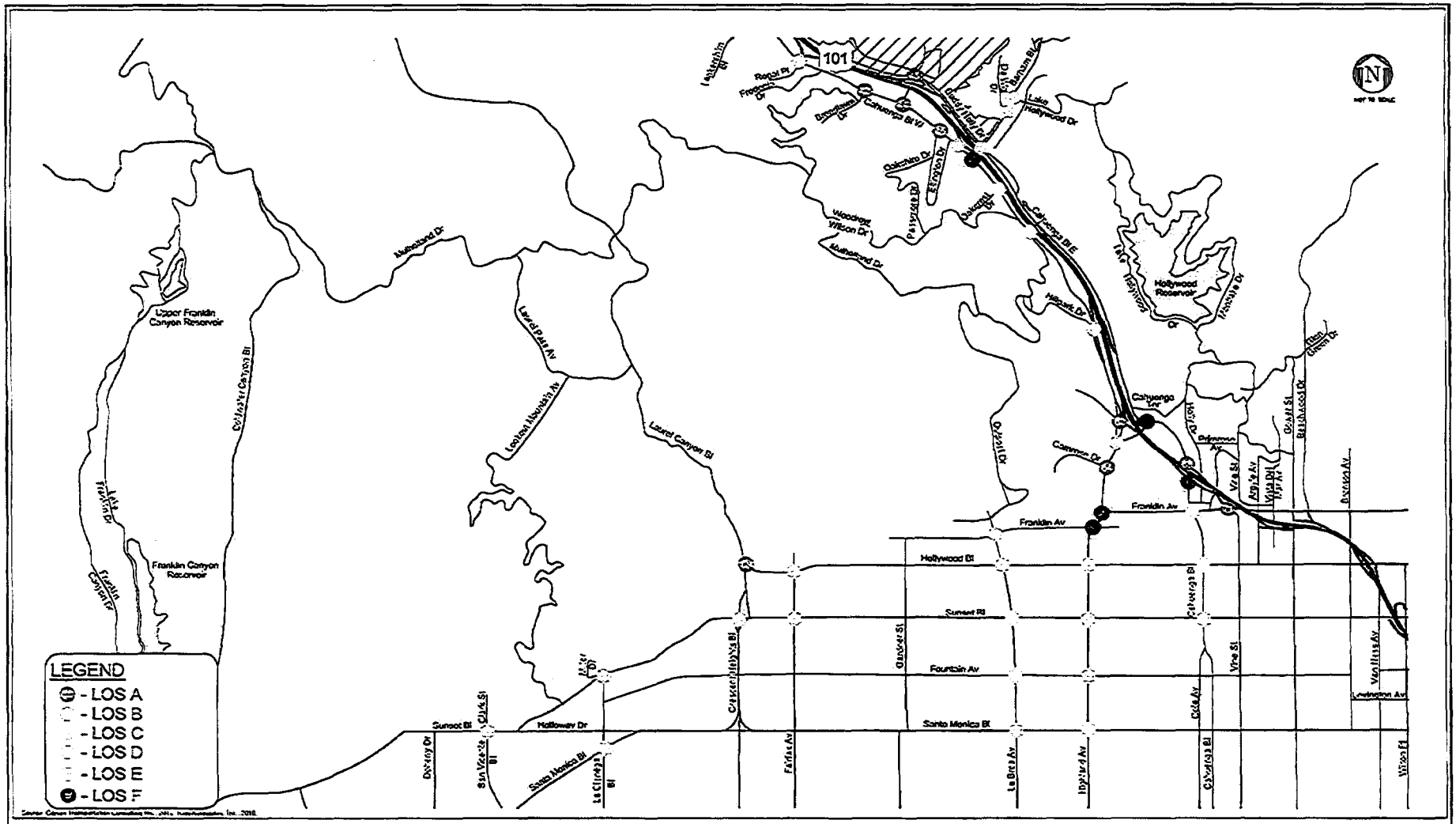
ATTACHMENT 19



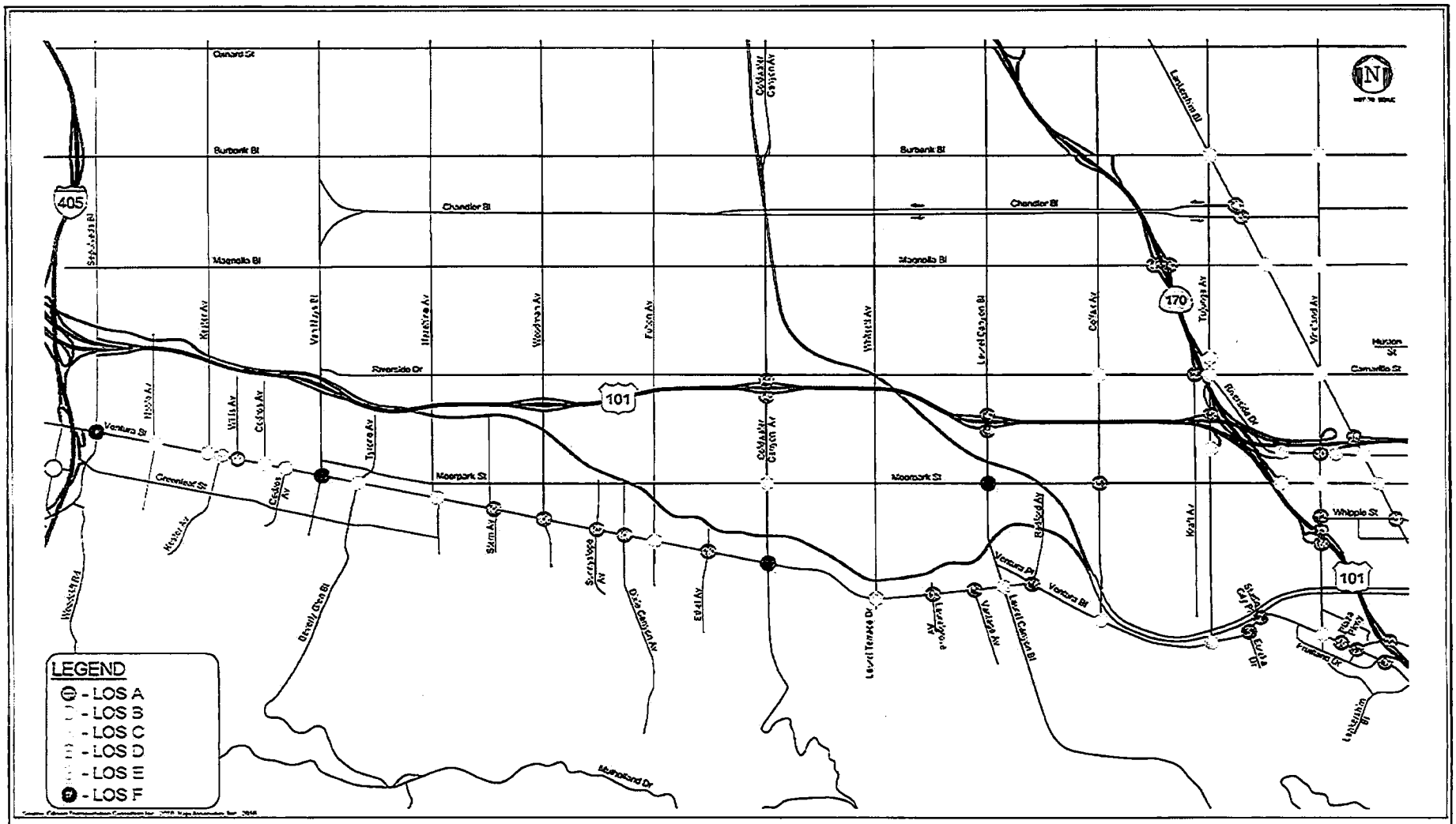
matrix environmental

Figure 46S
Existing Conditions
Intersection Level of Service - A.M. Peak Hour

ATTACHMENT 19 Pg 2


LEGEND
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
101
Upper Franklin Canyon Reservoir
Franklin Canyon Reservoir
Hollywood Reservoir
Mulholland Dr
Laurel Pass Av
Laurel Canyon Bl
Lookout Mountain Av
Cahuenga Bl
Hollywood Bl
Sunset Bl
Fountain Av
Santa Monica Bl
Holloway Dr
Franklin Av
Vine St
Highland Av
Cole Av
Fairfax Av
La Brea Av
Ivar Av
Wilton Pl
Vermont Av
Normandie Av
Western Av
Sepulveda Bl
Van Ness Av
Lexington Av
Beachwood Dr
Cahuenga Pass
Hillside Dr
Woodrow Wilson Dr
Oakcrest Dr
Oakchito Dr
Lake Hollywood Dr
Barham Bl
Rayton Pl
Freeman Dr
Broadway Dr
Franklin Canyon Dr
Lake Hollywood Dr
Tamarind Av
Gower St
Bronson Av
Sycamore Av
Highland Av
Cole Av
Van Ness Av
Wilton Pl
Sunset Bl
Santa Monica Bl
Holloway Dr
Dixie Canyon Av
Dixie Canyon Dr
Sierra Vista Bl
Sierra Vista Dr
Laurel Canyon Bl
Coldwater Canyon Bl
Franklin Av
Fountain Av
Sunset Bl
Hollywood Bl
Santa Monica Bl
Cahuenga Bl
Vine St
Highland Av
Cole Av
Van Ness Av
Lexington Av
Wilton Pl
Western Av
Normandie Av
Beachwood Dr
Gower St
Bronson Av
Sycamore Av
Highland Av
Cole Av
Van Ness Av
Wilton Pl
Fairfax Av
La Brea Av
Ivar Av
Gardner St
Highland Av
Cole Av
Van Ness Av
Wilton Pl
Cahuenga Bl
Vine

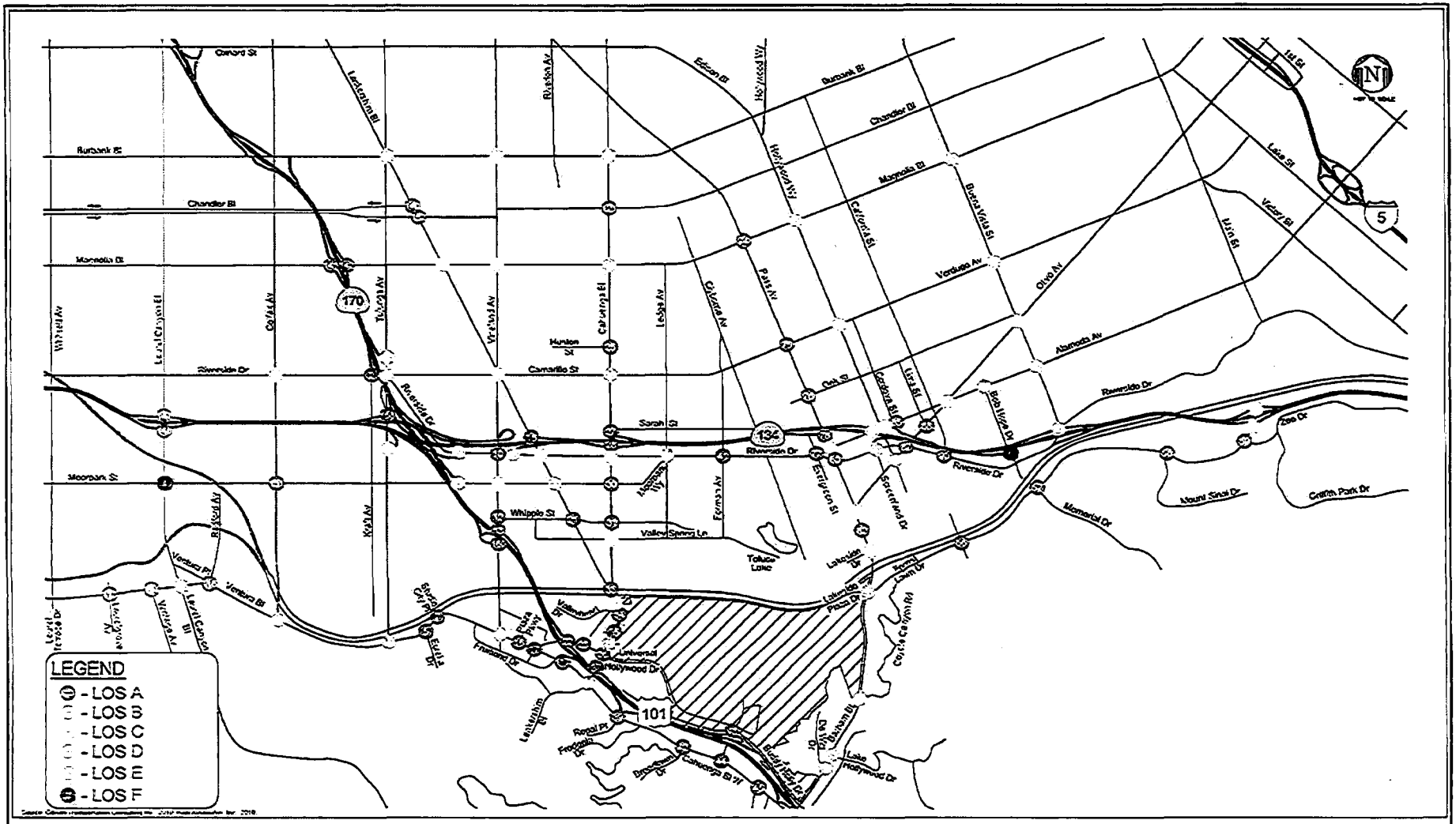
ATTACHMENT 20



matrix environmental

Figure 47A
Existing Conditions
Intersection Level of Service - P.M. Peak Hour

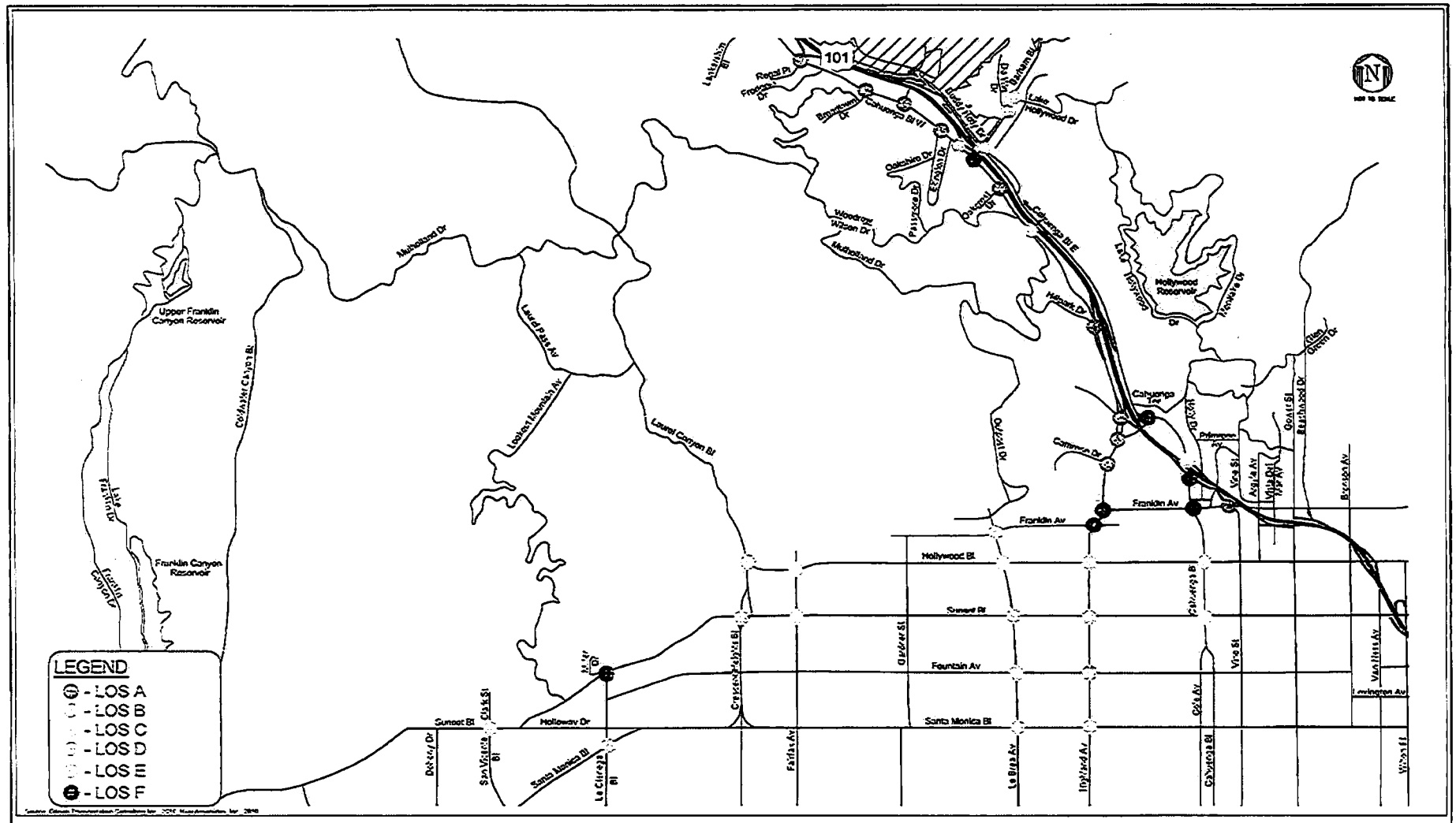
ATTACHMENT 20 Pg 2

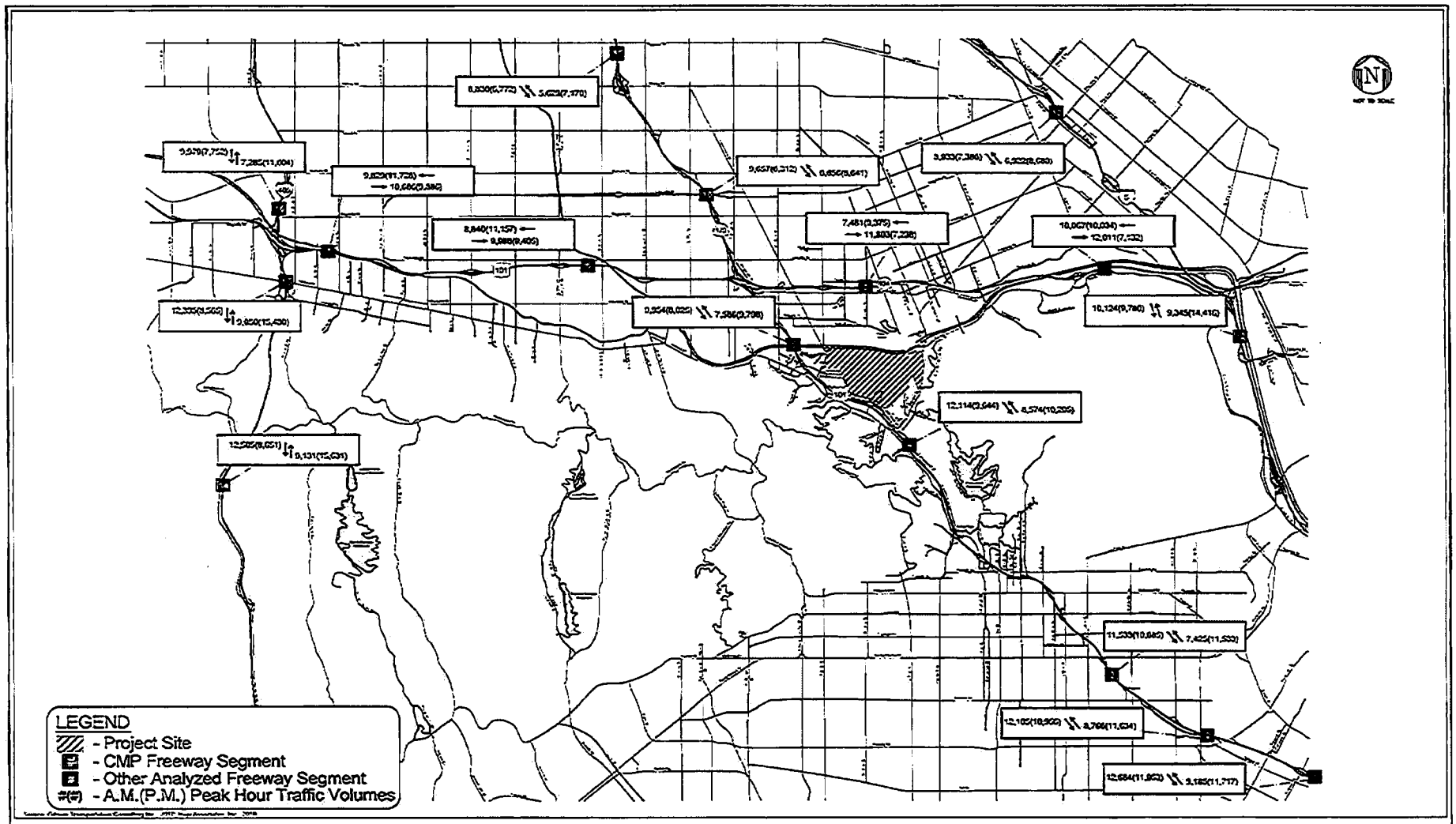


matrix environmental

Figure 47B
Existing Conditions
Intersection Level of Service - P.M. Peak Hour

ATTACHMENT 20 Pg 3

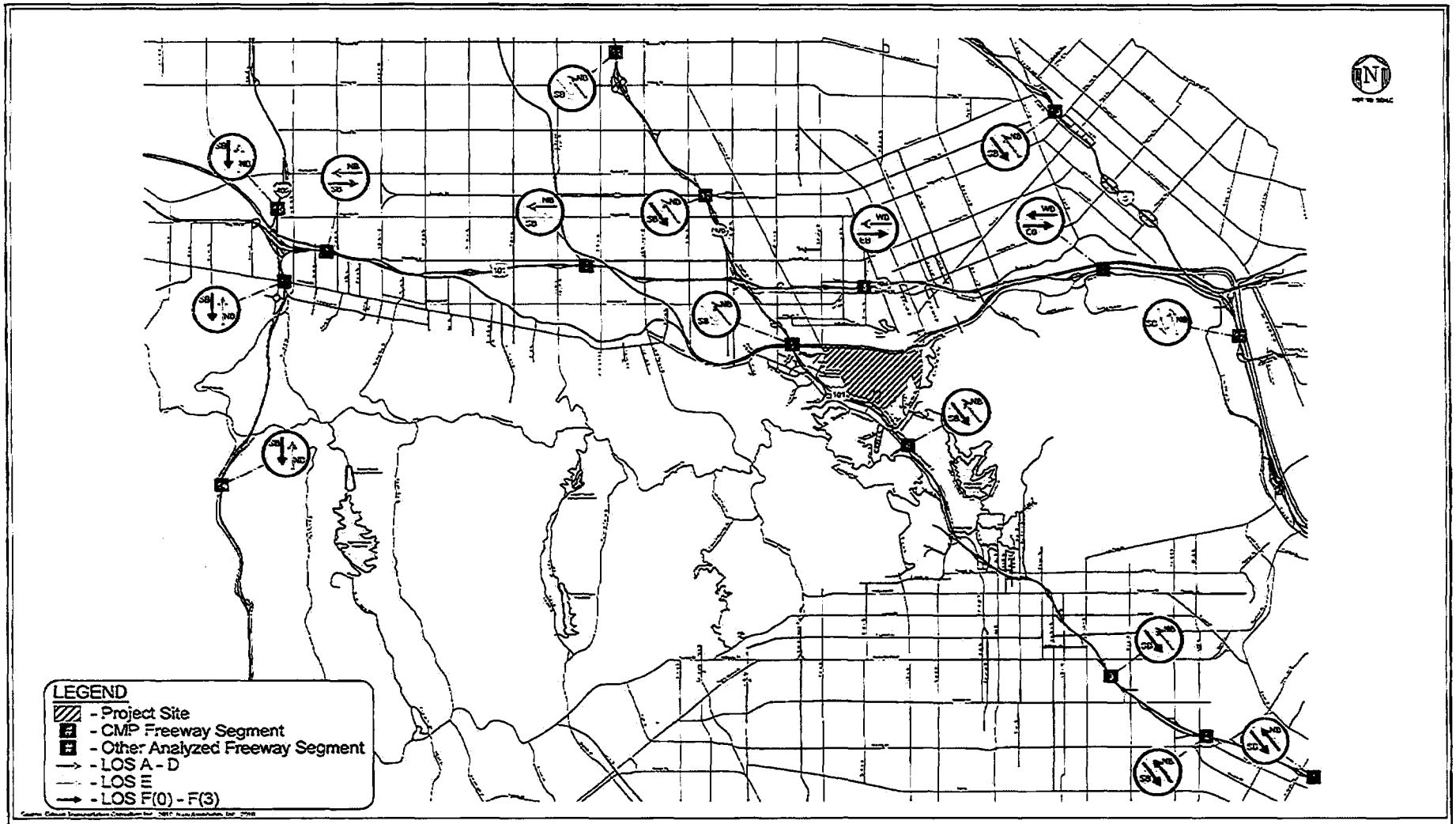

LEGEND
A - LOS A
B - LOS B
C - LOS C
D - LOS D
E - LOS E
F - LOS F
101
Franklin Av
Hollywood Bl
Sunset Bl
Fountain Av
Santa Monica Bl
Holloway Dr
Mulholland Dr
Laurel Canyon Bl
Cahuenga Bl
Vine St
Highland Av
La Brea Av
Fairfax Av
Crescent Heights Bl
Gardner St
Sycamore Av
Van Ness Av
Wilton Pl
Gower St
Bronson Av
Beachwood Dr
Hollywood Reservoir
Upper Franklin Canyon Reservoir
Franklin Canyon Reservoir
Laurel Pass Av
Lookout Mountain Av
Coldwater Canyon Bl
Lake Hollywood Dr
Oakshire Dr
Woodrow Wilson Dr
Deronda Dr
Highway Dr
Cahuenga Bl E
Camrose Dr
Oxford Dr
Primrose Av
Glen Oaks Dr
Lake Hollywood Dr
Lake Fairfax Dr
Franklin Canyon Dr
Dorothy Dr
San Vicente Bl
Clark St
La Cienega Bl
Santa Monica Bl
Rangely Dr
Freedom Dr
Broadway Dr
Cahuenga Bl W
Lankershim Bl
Hollywood Bowl Dr
Hollywood Bl
Helbak Dr
Cahuenga Bl
Camrose Dr
Franklin Av
Vine St
Argyle Av
Vista Del Mar Av
Gower St
Beachwood Dr
Glen Oaks Dr
Bronson Av
Van Ness Av
Wilton Pl
Irvington Av
Highland Av
La Brea Av
Fairfax Av
Crescent Heights Bl
Gardner St
Sycamore Av
Holloway Dr
Sunset Bl
Santa Monica Bl
Fountain Av
Hollywood Bl
Franklin Av
Mulholland Dr
Laurel Canyon Bl
Laurel Pass Av
Lookout Mountain Av
Coldwater Canyon Bl
Upper Franklin Canyon Reservoir
Franklin Canyon Reservoir
Lake Fairfax Dr
Franklin Canyon Dr
Dorothy Dr
San Vicente Bl
Clark St
La Cienega Bl
Santa Monica Bl
Rangely Dr
Freedom Dr
Broadway Dr
Cahuenga Bl W
Lankershim Bl
Hollywood Bowl Dr
Lake Hollywood Dr
Oakshire Dr
Woodrow Wilson Dr
Deronda Dr
Highway Dr
Cahuenga Bl E
Helbak Dr
Camrose Dr
Oxford Dr
Primrose Av
Glen Oaks Dr
Hollywood Reservoir
Lake Hollywood Dr
Franklin Av
Vine St
Argyle Av
Vista Del Mar Av
Gower St
Beachwood



matrix environmental

Figure 48
Existing Conditions
Freeway Segment Peak Hour Traffic Volumes

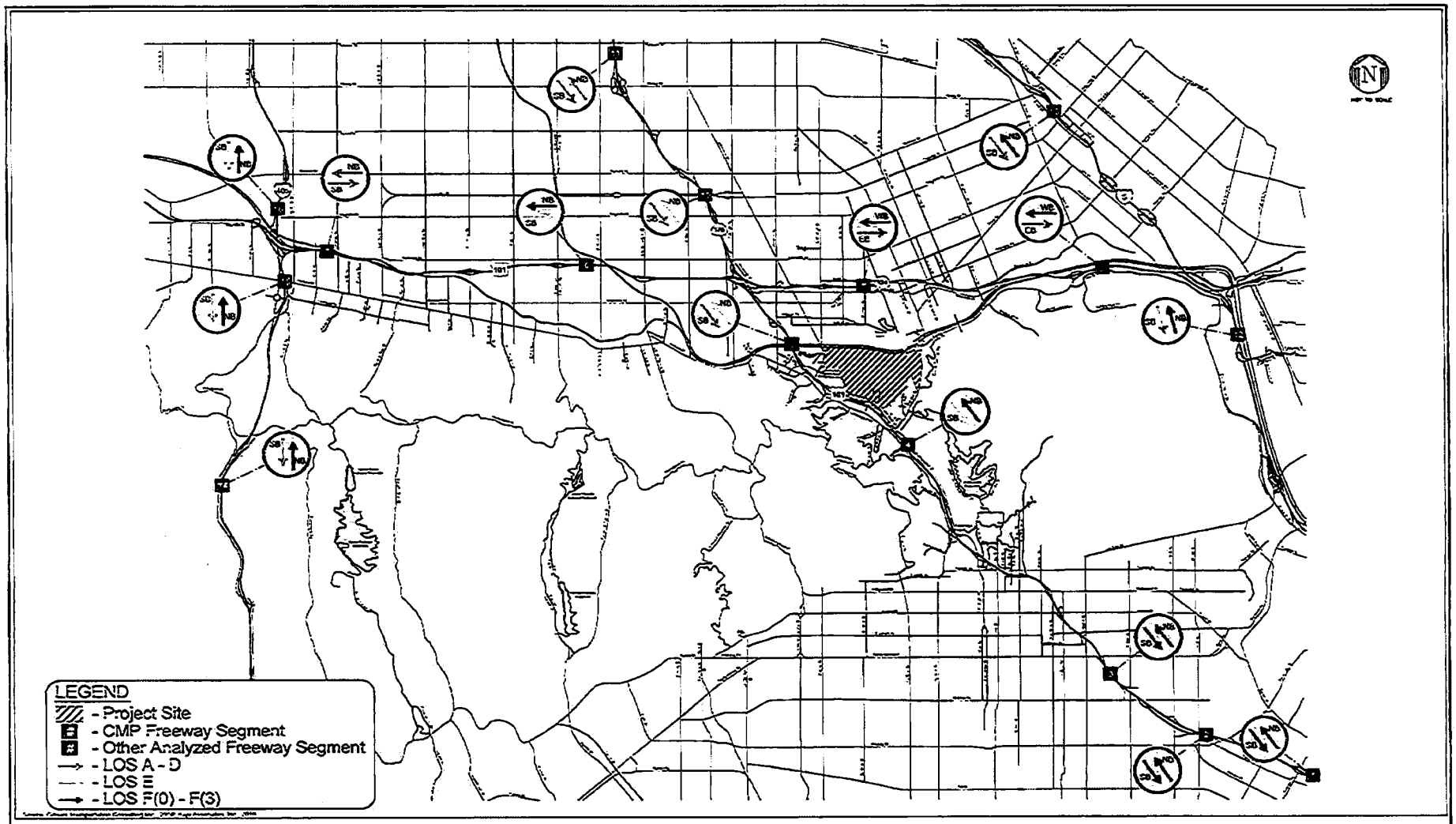
ATTACHMENT 21



matrix environmental

Figure 49
Existing Conditions
Freeway Segment Level of Service - A.M. Peak Hour

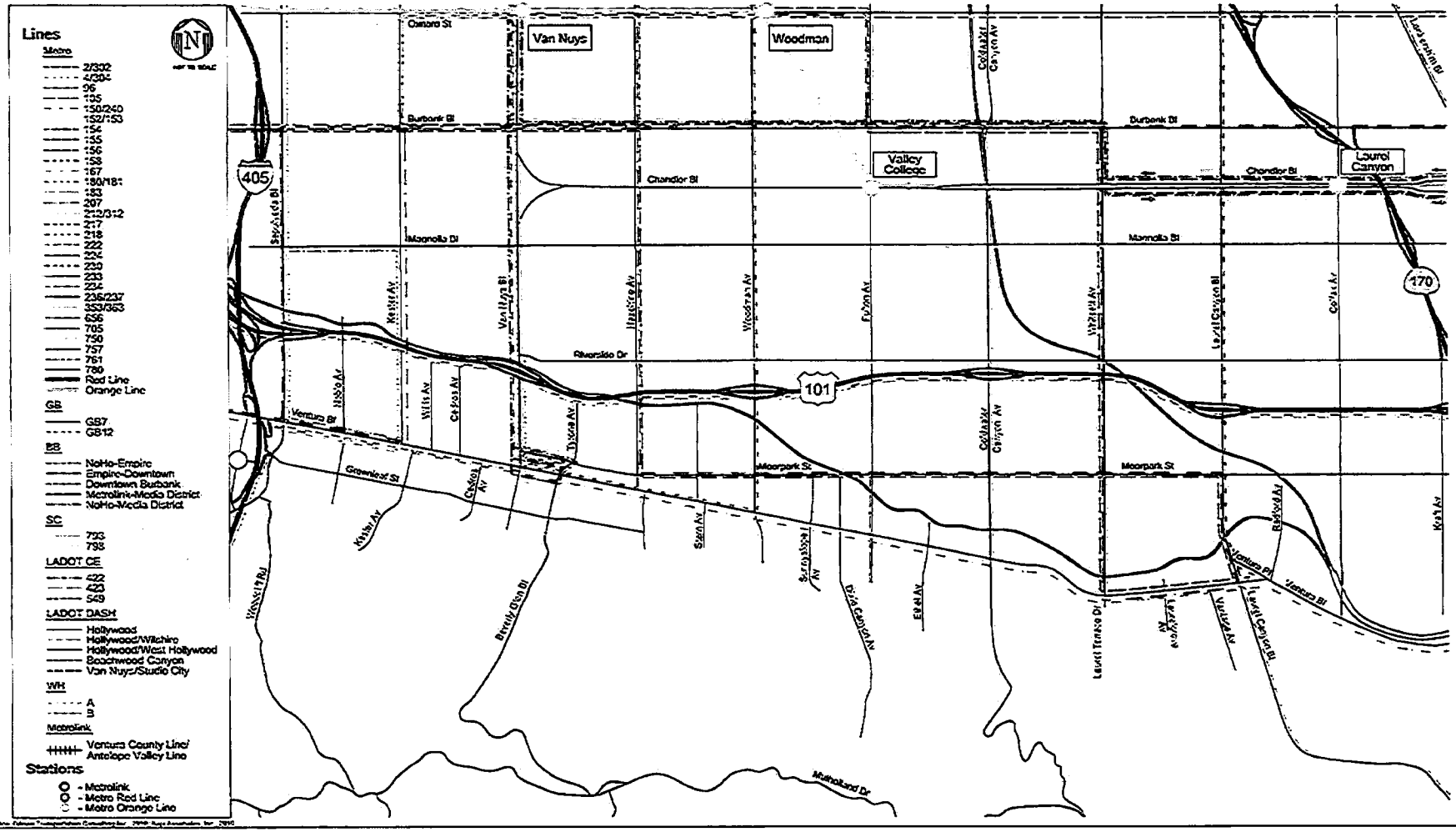
ATTACHMENT 22



matrix environmental

Figure 50
Existing Conditions
Freeway Segment Level of Service - P.M. Peak Hour

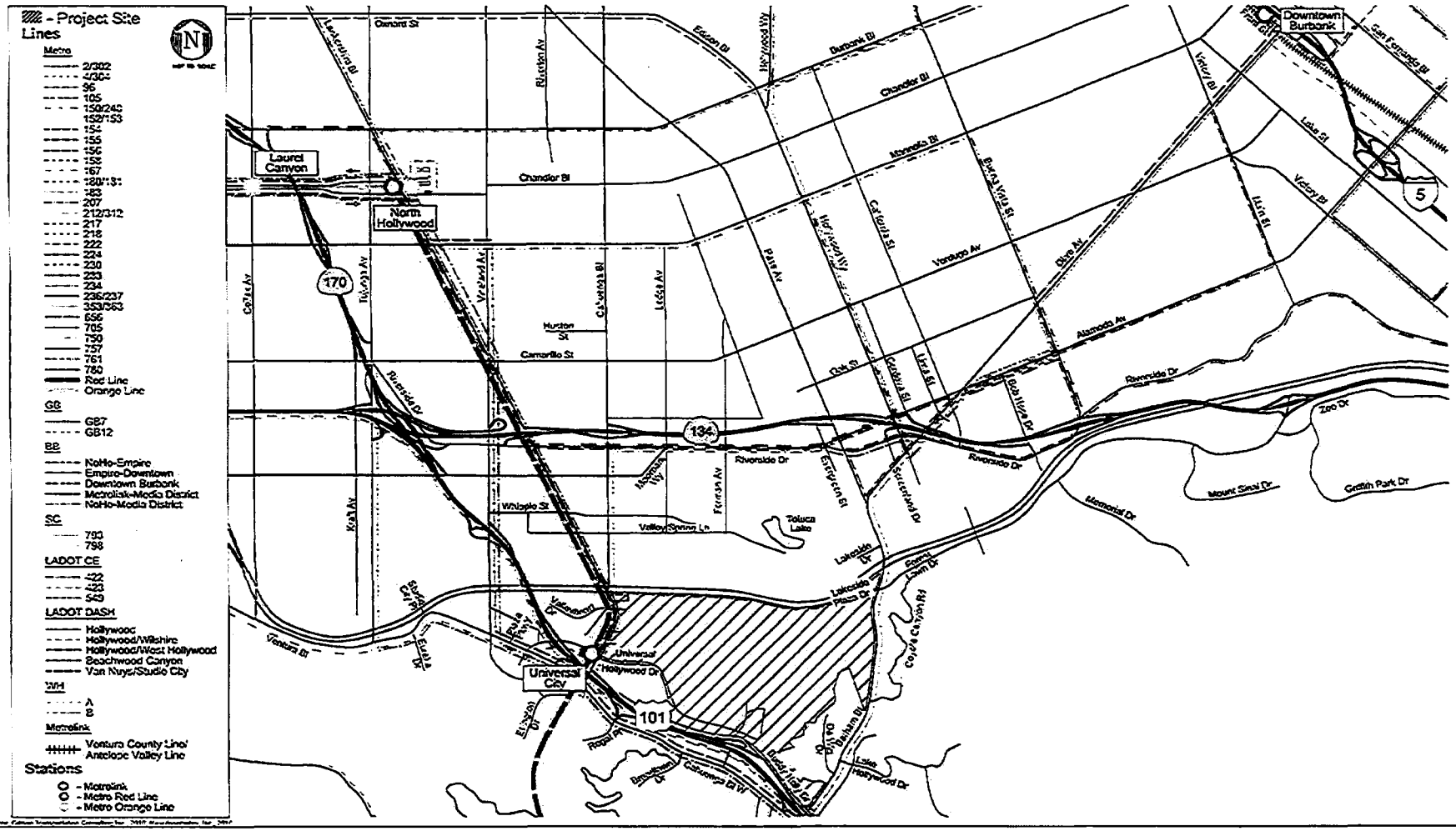
ATTACHMENT 23

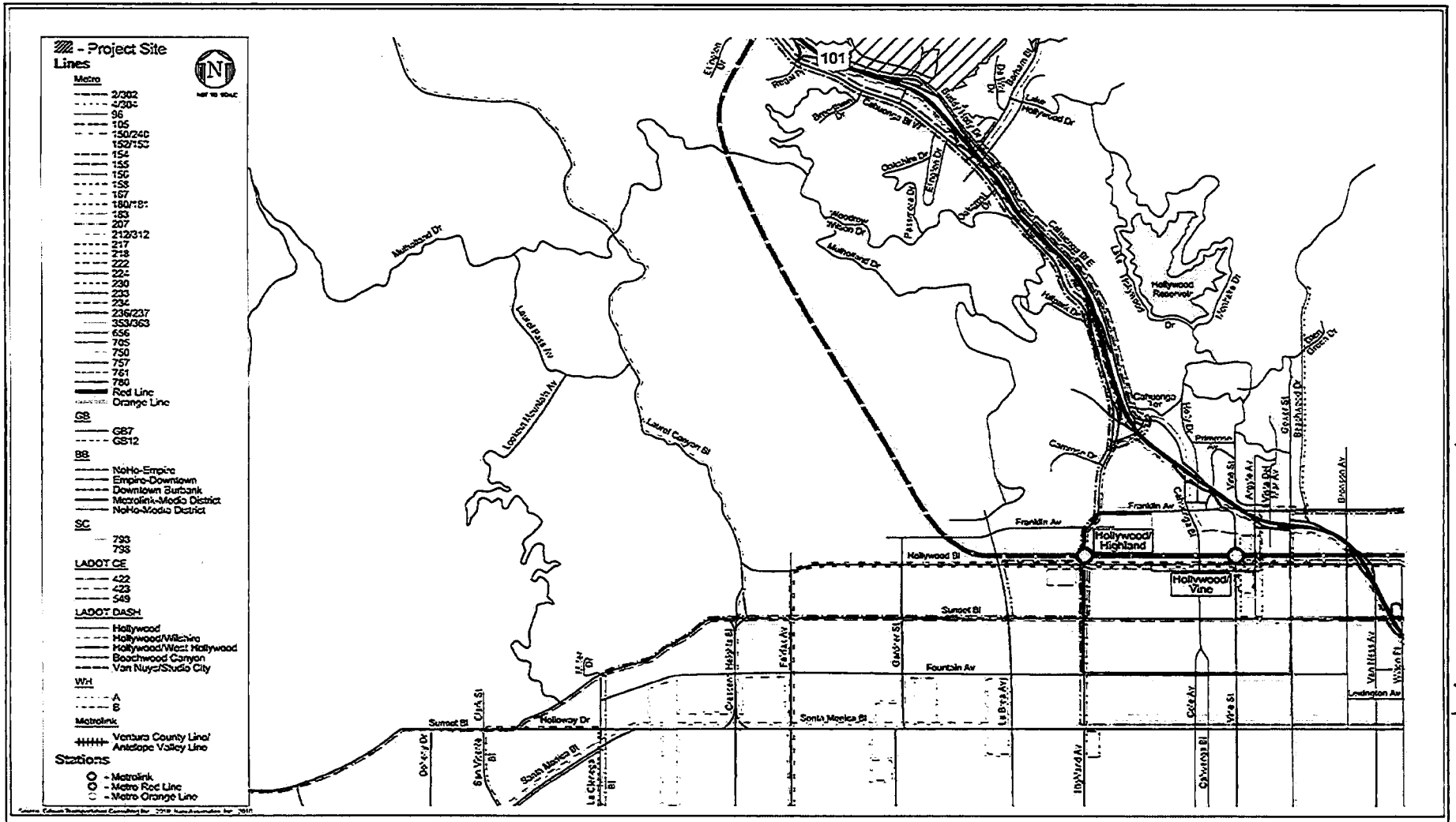


matrix environmental

Figure 51A
Existing Transit Service

ATTACHMENT 23 Pg 2

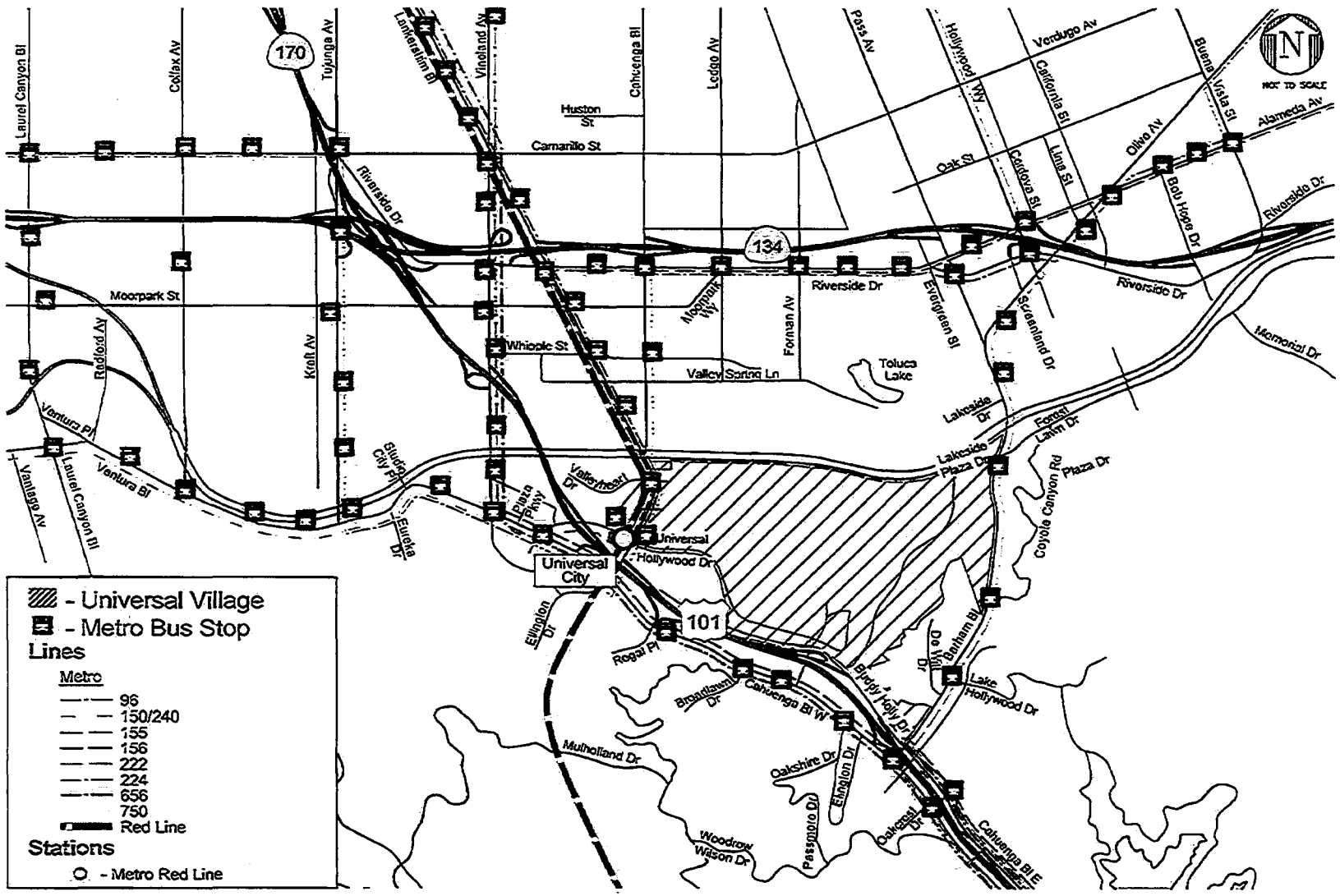

- Project Site
Lines
Metro
2/302
4/304
96
105
150/240
152/153
154
155
156
158
167
180/181
183
207
212/312
217
218
222
224
230
233
234
236/237
353/363
656
705
750
757
761
780
Red Line
Orange Line
GB
GB7
GB12
BB
NoHo-Empire
Empire-Downtown
Downtown Burbank
Metrolink-Media District
NoHo-Media District
SC
793
798
LADOT CE
422
423
549
LADOT DASH
Hollywood
Hollywood/Wilshire
Hollywood/West Hollywood
Beachwood Canyon
Van Nuys/Studio City
WH
A
B
Metrolink
Ventura County Line
Antelope Valley Line
Stations
- Metrolink
- Metro Red Line
- Metro Orange Line
Laurel Canyon
North Hollywood
Universal City
Downtown Burbank
170
134
101
5
Oxnard St
Chandler Bl
Burbank Bl
Magnolia Bl
Ventura Av
Alameda Av
Riverside Dr
Camarillo St
Huston St
Whipple St
Valley Spring Ln
Toluca Lake
Lakeside Dr
Lakeside Plaza Dr
Universal Hollywood Dr
Ventura Bl
Victory Bl
Lake St
San Fernando Bl
Zoo Dr
Mount Sinai Dr
Griffith Park Dr
Memorial Dr
Coyote Canyon Rd
Lake Hollywood Dr
Cahuenga Bl W
Vineland Av
Lankershim Bl
Kester Av
Woodman Av
Van Nuys Bl
Sepulveda Bl
Fulton Av
Coldwater Canyon Av
Laurel Canyon Bl
Tujunga Av
Vineland Av
Cahuenga Bl
Lankershim Bl
Hollywood Wy
Vineland Wy
Fulton Av
Kester Av
Woodman Av
Van Nuys Bl
Sepulveda Bl



matrix environmental

Figure 51C
Existing Transit Service

ATTACHMENT 23 Pg 4

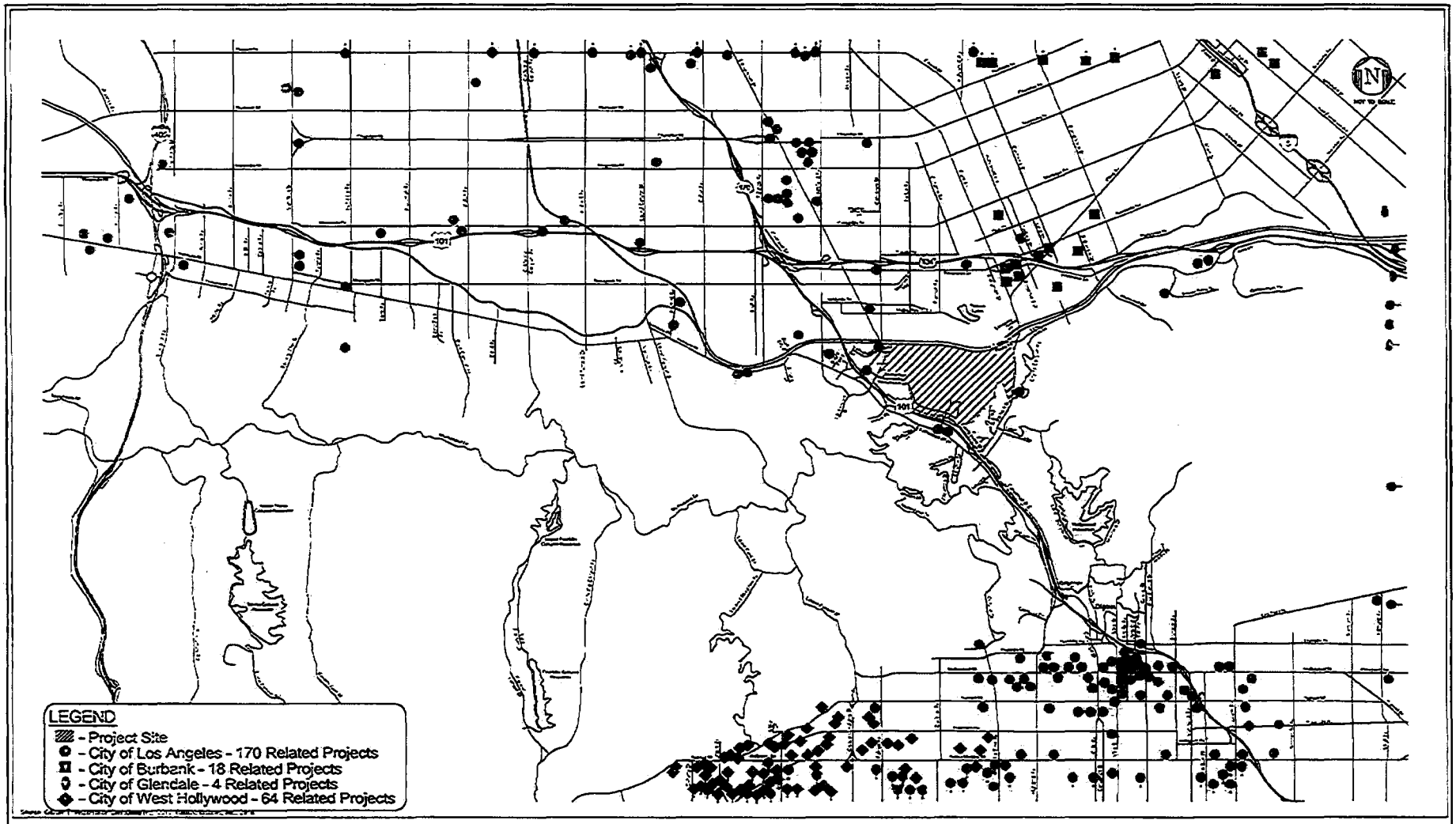


Source: Gibson Transportation Consulting Inc., 2010; Raju Associates, Inc., 2010.

matrix environmental

Figure 51D
Existing Transit Lines Serving The Project Site

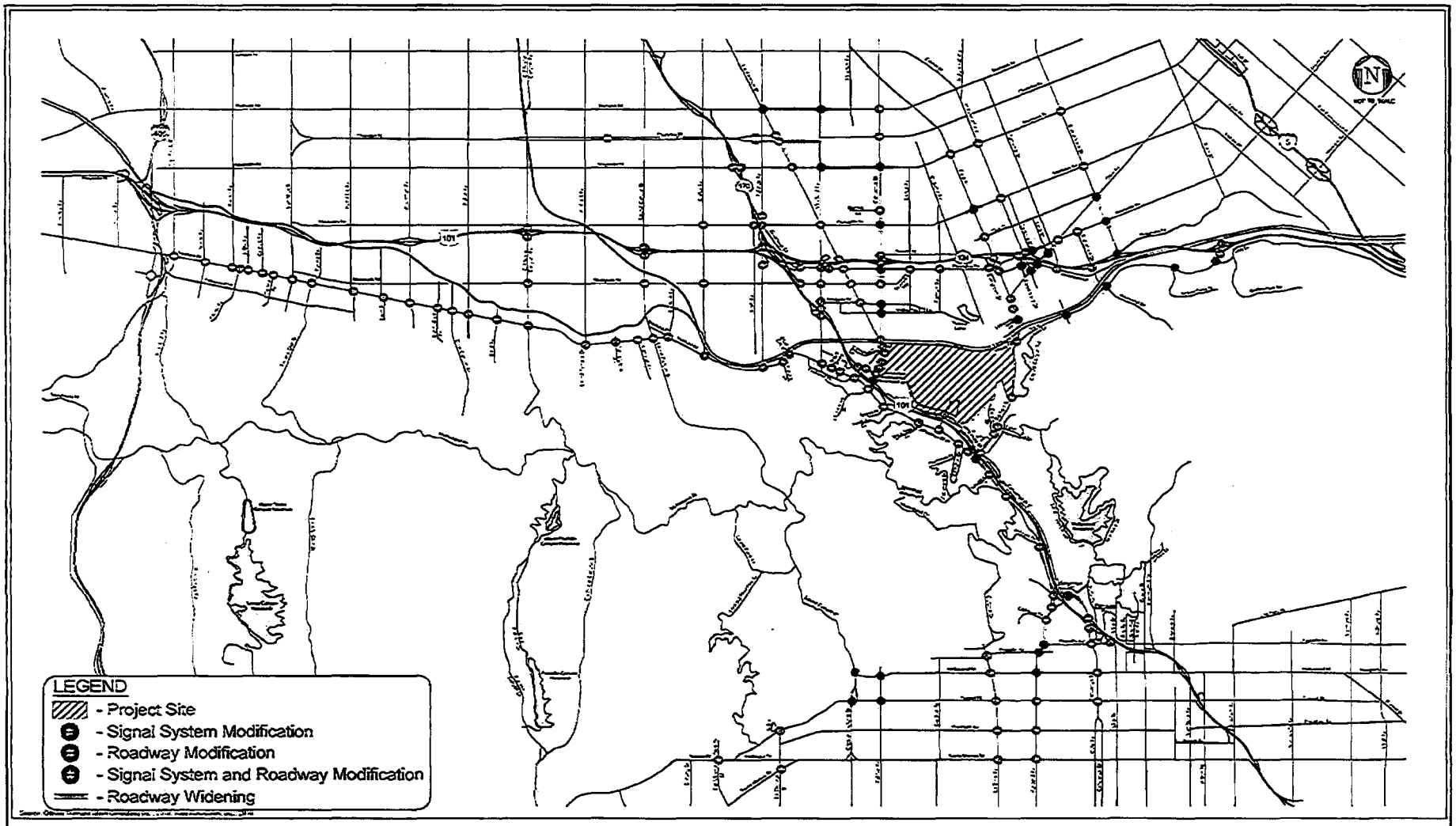
ATTACHMENT 23 Pg 5



matrix environmental

Figure 52
Location of Related Projects

ATTACHMENT 24



matrix environmental

Figure 53
Future Base Roadway Improvements (Year 2030)

ATTACHMENT 25

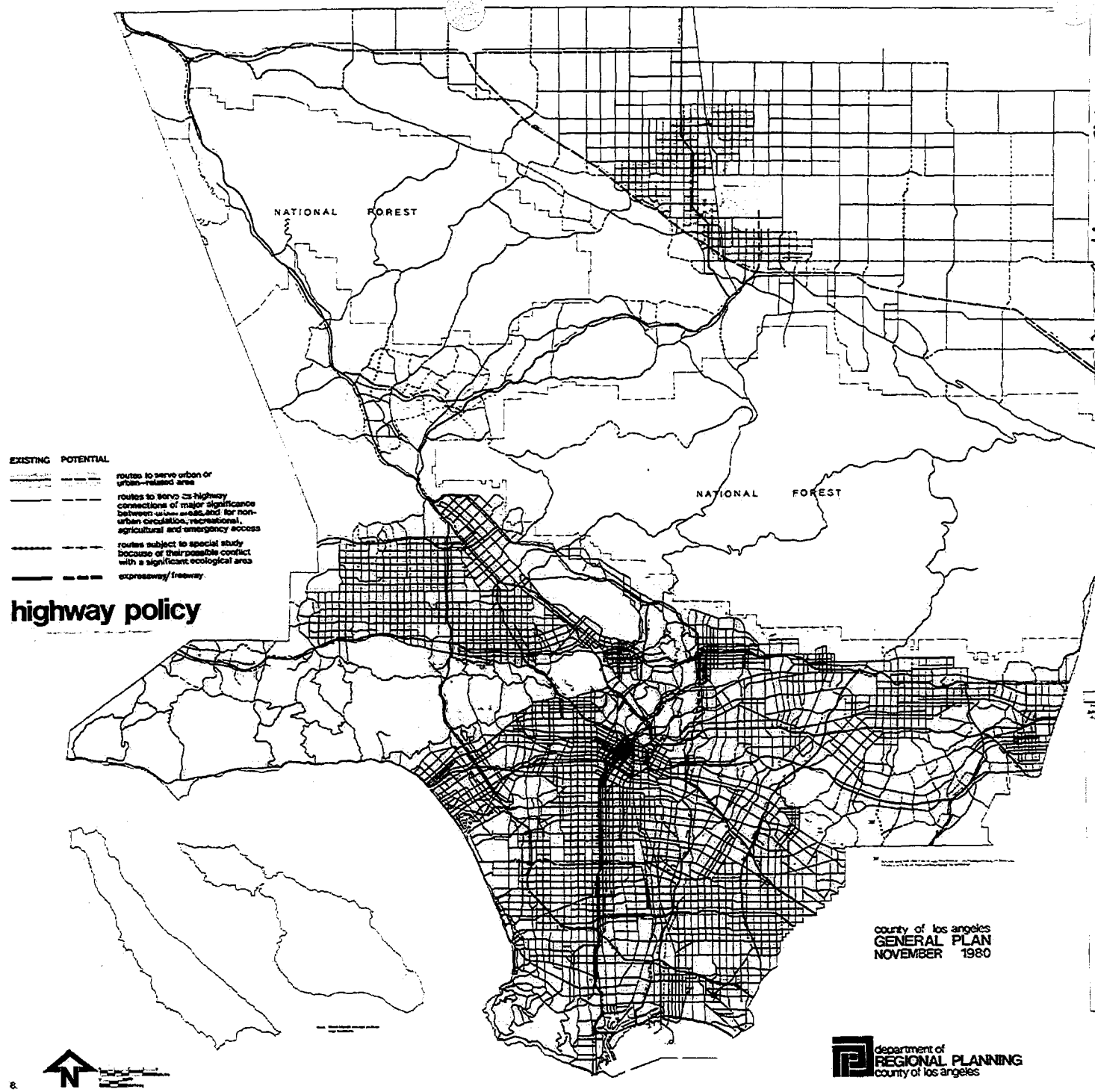
Google maps

Paper East/West Road Along LA River
Shown on this map in PINK

ATTACHMENT 25A

ATTACHMENT 25B

ENLARGEMENT OF THIS MAP SHOWS THE EAST/WEST ROAD ALONG THE RIVER IS PLANNED BY THE HIGHWAY DEPARTMENT IN 1980. THE APPLICANT WANTS TO REMOVE THIS REQUIREMENT



8.

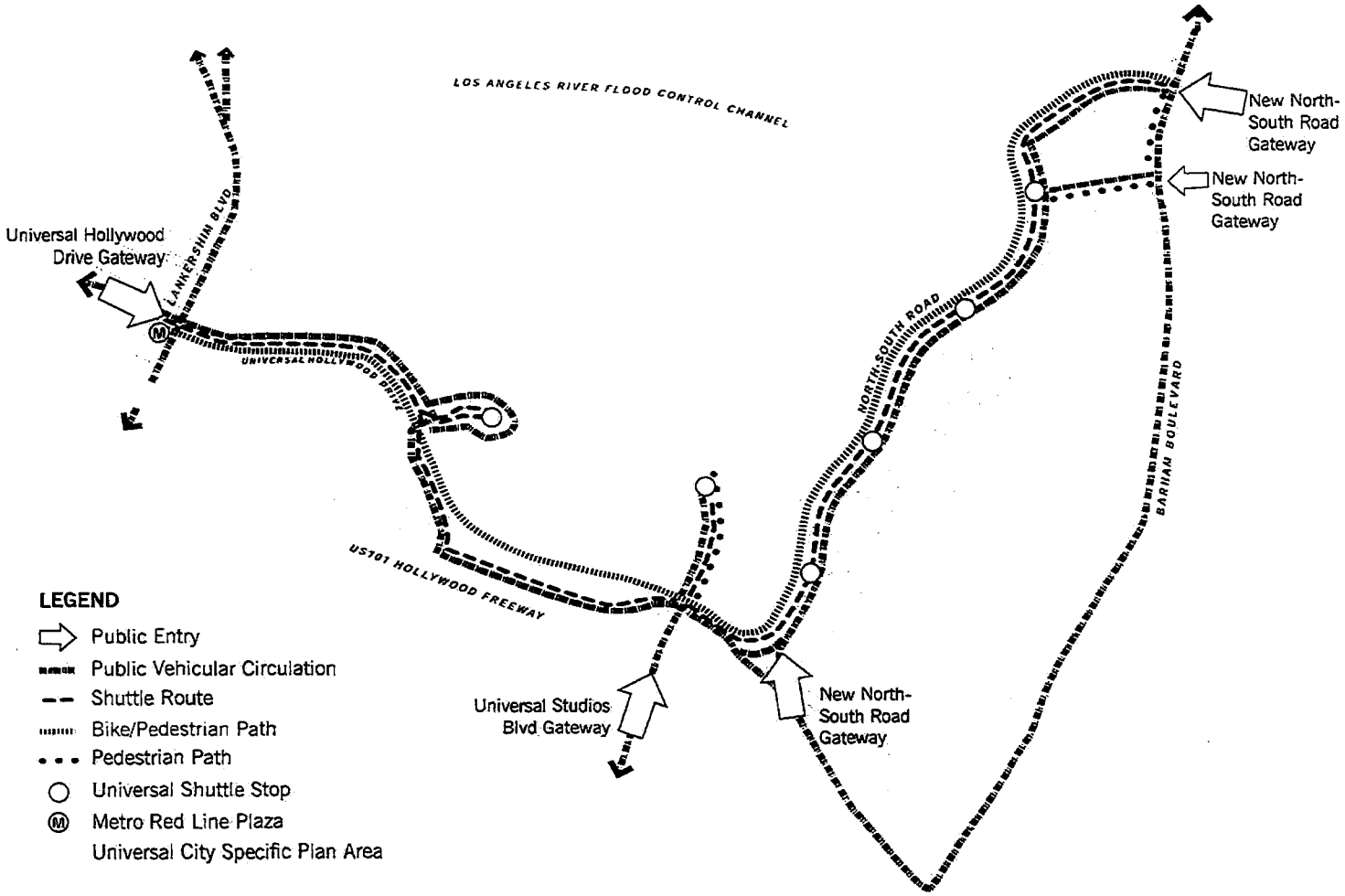


EXHIBIT No. 6 - UNIVERSAL CITY SPECIFIC PLAN CONCEPTUAL CIRCULATION PLAN

DRAFT - October 15, 2010

ADDITIONAL BIKE PATH SHOULD BE PROVIDE ALONG THE RIVER CONNECTING THE NORTH SOUTH ROAD TO LANKERSHIM

ATTACHMENT 26

ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing V/C or Delay	2006 Existing LOS	2030 Base V/C or Delay	2030 Base LOS	2030 with Project with TDM V/C or Delay	2030 with Project with TDM LOS	Change in V/C	Significant Impact?	2030 with Project with TDM and Funded Improvements V/C or Delay	2030 with Project with TDM and Funded Improvements LOS	Impact Remain ?
CITY OF LOS ANGELES													
BARHAM BL	@ BUDDY HOLLY DR/CAHUENGA BL [a]	A.M.	-	E	1.109	F	1.115	F	0.006	NO	1.101	F	NO
		P.M.	-	E	1.220	F	1.410	F	0.090	YES	1.084	F	NO
BARHAM BL	@ CAHUENGA BL	A.M.	1.140	F	1.072	F	1.121	F	0.049	YES	1.070	F	NO
		P.M.	1.047	F	1.350	F	1.381	F	0.025	YES	1.312	F	NO
BARHAM BL	@ COYOTE CNY RD	A.M.	0.745	C	1.049	F	1.055	F	0.006	NO	1.042	F	NO
		P.M.	0.608	B	0.927	E	0.929	E	0.002	NO	0.902	E	NO
BARHAM BL	@ DE WITT DR	A.M.	0.813	D	1.028	F	1.033	F	0.005	NO	1.022	F	NO
		P.M.	0.698	B	1.005	F	1.010	F	0.005	NO	0.922	E	NO
BARHAM BL	@ LAKE HOLLYWOOD DR	A.M.	0.820	D	1.168	F	1.174	F	0.006	NO	1.161	F	NO
		P.M.	0.826	D	1.093	F	1.117	F	0.024	YES	1.101	F	NO
BARHAM BL	@ LAKESIDE PLAZA DR/FOREST LAWN DR	A.M.	0.973	E	1.352	F	1.477	F	0.125	YES	1.241	F	NO
		P.M.	0.880	D	1.204	F	1.287	F	0.083	YES	1.135	F	NO
BROADLAWN DR	@ CAHUENGA BL	A.M.	0.487	A	0.661	B	0.705	C	0.044	YES	0.675	B	NO
		P.M.	0.307	A	0.447	A	0.512	A	0.065	NO	0.455	A	NO
CAHUENGA BL	@ BURBANK BL	A.M.	0.587	A	1.169	F	1.174	F	0.005	NO	1.147	F	NO
		P.M.	0.649	B	1.080	F	1.084	F	0.004	NO	1.074	F	NO
CAHUENGA BL	@ CAMARILLO ST	A.M.	0.989	E	1.489	F	1.506	F	0.017	YES	1.472	F	NO
		P.M.	0.649	B	1.278	F	1.282	F	0.004	NO	1.235	F	NO
CAHUENGA BL	@ CHANDLER BL	A.M.	0.293	A	0.471	A	0.475	A	0.004	NO	0.450	A	NO
		P.M.	0.478	A	0.706	C	0.713	C	0.007	NO	0.697	B	NO
CAHUENGA BL	@ FRANKLIN AV	A.M.	0.739	C	0.875	D	0.879	D	0.004	NO	0.869	D	NO
		P.M.	1.170	F	1.325	F	1.334	F	0.009	NO	1.324	F	NO
CAHUENGA BL	@ HILLPARK DR	A.M.	0.659	B	0.869	D	0.913	E	0.044	YES	0.848	D	NO
		P.M.	0.521	A	0.725	C	0.751	C	0.026	NO	0.685	B	NO
CAHUENGA BL	@ HOLLYWOOD BL	A.M.	0.764	C	0.925	E	0.931	E	0.006	NO	0.903	E	NO
		P.M.	0.661	B	0.825	D	0.834	D	0.009	NO	0.834	D	NO
CAHUENGA BL	@ HUSTON ST	A.M.	0.712	C	0.940	E	0.954	E	0.014	YES	0.921	E	NO
		P.M.	0.463	A	0.549	A	0.553	A	0.004	NO	0.477	A	NO
CAHUENGA BL	@ MAGNOLIA BL	A.M.	1.141	F	1.828	F	1.843	F	0.015	YES	1.806	F	NO
		P.M.	0.903	E	1.403	F	1.406	F	0.003	NO	1.323	F	NO
* CAHUENGA BL	@ MOORPARK ST	A.M.	0.624	B	1.047	F	1.123	F	0.076	YES	1.036	F	YES
		P.M.	0.576	A	1.117	F	1.185	F	0.068	YES	1.175	F	YES
CAHUENGA BL/HIGHLAND AV	@ PAT MOORE WAY/US 101 ON-RAMPS	A.M.	0.519	A	0.738	C	0.767	C	0.029	NO	0.720	C	NO
		P.M.	0.463	A	0.616	B	0.643	B	0.027	NO	0.602	B	NO
* CAHUENGA BL	@ RIVERSIDE DR	A.M.	0.671	B	1.158	F	1.211	F	0.053	YES	[illegible]	[illegible]	YES
		P.M.	0.741	C	1.291	F	1.365	F	0.074	YES	1.157	[illegible]	YES
CAHUENGA BL	@ SR 134 EB RAMPS	A.M.	0.666	B	0.924	E	0.946	E	0.022	YES	0.818	B	NO
		P.M.	0.550	A	0.969	E	1.036	F	0.067	YES	0.769	C	NO
CAHUENGA BL	@ SR 134 WB OFF-RAMP	A.M.	0.405	A	0.702	C	0.780	C	0.078	YES	0.741	C	NO
		P.M.	0.403	A	0.555	A	0.568	A	0.013	NO	0.521	A	NO
CAHUENGA BL	@ SUNSET BL	A.M.	0.802	D	0.907	E	0.909	E	0.002	NO	0.899	D	NO
		P.M.	0.706	C	0.814	D	0.822	D	0.008	NO	0.812	D	NO
CAHUENGA BL	@ US 101 NB OFF-RAMP	A.M.	0.425	A	0.652	B	0.662	B	0.010	NO	0.567	A	NO
		P.M.	0.754	C	1.071	F	1.101	F	0.030	YES	1.001	F	NO

[a] LOS based on field observations; the project incremental impact was calculated using the travel demand simulation model developed for the project.
* Indicates oversaturated conditions. Delay cannot be calculated.

UNMITIGATABLE IMPACT

ATTACHMENT 27
PG 1

ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
CAHUENGA BL	@ WHIPPLE ST	A.M.	0.382	A	0.658	B	0.717	C	0.059	YES	0.625	B	NO
		P.M.	0.251	A	0.692	B	0.760	C	0.068	YES	0.727	C	NO
CEDROS AV (EAST)	@ VENTURA BL	A.M.	0.805	D	1.078	F	1.093	F	0.015	YES	1.054	F	NO
		P.M.	0.699	B	0.835	D	0.841	D	0.006	NO	0.802	D	NO
CEDROS AV (WEST)	@ VENTURA BL	A.M.	0.551	A	0.784	C	0.796	C	0.012	NO	0.750	C	NO
		P.M.	0.782	C	0.941	E	0.959	E	0.018	YES	0.922	E	NO
COLDWATER CANYON AV	@ MOORPARK ST	A.M.	0.749	C	0.953	E	0.955	E	0.002	NO	0.945	E	NO
		P.M.	0.844	D	1.103	F	1.105	F	0.002	NO	1.095	F	NO
COLDWATER CANYON AV	@ US 101 NB RAMPS	A.M.	0.416	A	0.560	A	0.562	A	0.002	NO	0.552	A	NO
		P.M.	0.440	A	0.551	A	0.553	A	0.002	NO	0.543	A	NO
COLDWATER CANYON AV	@ US 101 SB RAMPS	A.M.	0.485	A	0.632	B	0.633	B	0.001	NO	0.623	B	NO
		P.M.	0.449	A	0.605	B	0.607	B	0.002	NO	0.597	A	NO
COLDWATER CANYON AV	@ VENTURA BL	A.M.	0.859	D	1.217	F	1.235	F	0.018	YES	1.195	F	NO
		P.M.	1.073	F	1.491	F	1.517	F	0.026	YES	1.477	F	NO
COLFAX AV	@ MOORPARK ST	A.M.	0.739	C	0.854	D	0.856	D	0.002	NO	0.836	D	NO
		P.M.	0.569	A	0.654	B	0.655	B	0.001	NO	0.645	B	NO
COLFAX AV	@ RIVERSIDE DR	A.M.	0.853	D	1.000	E	1.001	F	0.001	NO	0.991	E	NO
		P.M.	0.709	C	1.005	F	1.007	F	0.002	NO	0.997	E	NO
COLFAX AV	@ VENTURA BL	A.M.	0.580	A	0.770	C	0.791	C	0.021	NO	0.753	C	NO
		P.M.	0.840	D	1.032	F	1.059	F	0.027	YES	1.021	F	NO
CRESCENT HEIGHTS BL	@ SUNSET BL	A.M.	0.985	E	1.243	F	1.249	F	0.006	NO	1.249	F	NO
		P.M.	0.870	D	0.981	E	0.983	E	0.002	NO	0.983	E	NO
DIXIE CANYON AV	@ VENTURA BL	A.M.	0.415	A	0.665	B	0.680	B	0.015	NO	0.643	B	NO
		P.M.	0.491	A	0.701	C	0.722	C	0.021	NO	0.685	B	NO
EUREKA DR	@ VENTURA BL	A.M.	0.464	A	0.695	B	0.721	C	0.026	NO	0.685	B	NO
		P.M.	0.552	A	0.668	B	0.697	B	0.029	NO	0.660	B	NO
FAIRFAX AV	@ HOLLYWOOD BL	A.M.	0.824	D	0.950	E	0.966	E	0.016	YES	0.873	D	NO
		P.M.	0.713	C	0.875	D	0.880	D	0.005	NO	0.880	D	NO
FAIRFAX AV	@ SUNSET BL	A.M.	0.611	B	0.728	C	0.740	C	0.012	NO	0.740	C	NO
		P.M.	0.739	C	0.949	E	0.958	E	0.009	NO	0.958	E	NO
FOREST LAWN DR	@ ZOO DR	A.M.	0.831	D	1.141	F	1.162	F	0.021	YES	0.555	A	NO
		P.M.	0.600	A	0.816	D	0.877	D	0.061	YES	0.710	C	NO
FORMAN AV	@ RIVERSIDE DR	A.M.	0.449	A	0.798	C	0.823	D	0.025	YES	0.806	D	NO
		P.M.	0.536	A	0.901	E	0.955	E	0.054	YES	0.873	D	NO
FULTON AV	@ VENTURA BL	A.M.	0.603	B	0.857	D	0.872	D	0.015	NO	0.835	D	NO
		P.M.	0.645	B	0.868	D	0.888	D	0.020	YES	0.851	D	NO
HAZELTINE AV (WEST)	@ VENTURA BL	A.M.	0.674	B	0.751	C	0.765	C	0.014	NO	0.728	C	NO
		P.M.	0.619	B	0.871	D	0.890	D	0.019	NO	0.853	D	NO
HIGHLAND AV	@ CAMROSE DR	A.M.	0.586	A	0.744	C	0.765	C	0.021	NO	0.733	C	NO
		P.M.	0.511	A	0.697	B	0.717	C	0.020	NO	0.678	B	NO
HIGHLAND AV	@ FOUNTAIN AV	A.M.	0.834	D	0.991	E	1.000	E	0.009	NO	0.990	E	NO
		P.M.	0.658	B	0.793	C	0.805	D	0.012	NO	0.795	C	NO
HIGHLAND AV	@ FRANKLIN AV [a]	A.M.	-	F	-	F	-	F	0.029	YES	-	F	NO
		P.M.	-	F	-	F	-	F	0.022	YES	-	F	NO

[a] LOS based on field observations; the project incremental impact was calculated using the travel demand simulation model developed for this project.
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ATTACHMENT 27
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ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
HIGHLAND AV	@ FRANKLIN PL/FRANKLIN AV	[a] A.M.	-	F	-	F	-	F	0.030	YES	-	F	NO
		P.M.	-	F	-	F	-	F	0.019	YES	-	F	NO
HIGHLAND AV	@ HOLLYWOOD BL	[a] A.M.	-	E	-	F	-	F	0.028	YES	-	F	NO
		P.M.	-	E	-	F	-	F	0.039	YES	-	F	NO
HIGHLAND AV	@ ODIN ST	A.M.	0.643	B	0.801	D	0.851	D	0.030	YES	0.849	D	NO
		P.M.	0.523	A	0.710	C	0.733	C	0.023	NO	0.691	B	NO
HIGHLAND AV	@ SANTA MONICA BL	A.M.	0.776	C	0.918	E	0.927	E	0.009	NO	0.917	E	NO
		P.M.	0.805	D	0.938	E	0.940	E	0.002	NO	0.930	E	NO
HIGHLAND AV	@ SUNSET BL	A.M.	0.612	B	0.930	E	0.970	E	0.040	YES	0.864	D	NO
		P.M.	0.651	B	0.896	D	0.930	E	0.034	YES	0.888	D	NO
KESTER AV	@ VENTURA BL	A.M.	0.663	B	0.777	C	0.777	C	0.000	NO	0.753	C	NO
		P.M.	0.635	B	0.818	D	0.828	D	0.010	NO	0.791	C	NO
KESTER AV (EAST)	@ VENTURA BL	A.M.	0.515	A	0.697	B	0.709	C	0.012	NO	0.672	B	NO
		P.M.	0.885	D	0.996	E	1.013	F	0.017	YES	0.977	E	NO
KRAFT AV/SR 170 SB OFF-RAMP	@ RIVERSIDE DR	A.M.	0.471	A	0.663	B	0.696	B	0.033	NO	0.643	B	NO
		P.M.	0.425	A	0.613	B	0.621	B	0.008	NO	0.593	A	NO
LA BREA AV	@ FOUNTAIN AV	A.M.	0.921	E	1.076	F	1.085	F	0.009	NO	1.085	F	NO
		P.M.	0.868	D	1.033	F	1.037	F	0.004	NO	1.037	F	NO
LA BREA AV	@ FRANKLIN AV	[a] A.M.	--	D	-	E	-	E	0.018	YES	-	E	NO
		P.M.	--	D	-	E	-	E	0.019	YES	-	E	NO
LA BREA AV	@ HOLLYWOOD BL	A.M.	0.831	D	1.026	F	1.054	F	0.028	YES	0.997	E	NO
		P.M.	0.773	C	0.930	E	0.948	E	0.018	YES	0.908	E	NO
LA BREA AV	@ SUNSET BL	A.M.	0.767	C	0.929	E	0.943	E	0.014	YES	0.933	E	NO
		P.M.	0.830	D	1.091	F	1.110	F	0.019	YES	1.100	F	NO
LANKERSHIM BL/TUJUNGA AV	@ BURBANK BL	A.M.	0.719	C	1.158	F	1.166	F	0.007	NO	1.160	F	NO
		P.M.	0.835	D	1.170	F	1.175	F	0.005	NO	1.165	F	NO
* LANKERSHIM BL	@ CAHUENGA BL	A.M.	0.484	A	0.837	D	0.925	E	0.088	YES	0.771	C	YES
		P.M.	0.354	A	0.636	B	0.684	B	0.048	NO	0.553	A	NO
LANKERSHIM BL	@ CHANDLER BL (NORTH)	A.M.	0.343	A	0.594	A	0.602	B	0.008	NO	0.602	B	NO
		P.M.	0.186	A	0.353	A	0.362	A	0.009	NO	0.362	A	NO
LANKERSHIM BL	@ CHANDLER BL (SOUTH)	A.M.	0.480	A	0.758	C	0.767	C	0.009	NO	0.767	C	NO
		P.M.	0.337	A	0.609	B	0.620	B	0.011	NO	0.620	C	NO
LANKERSHIM BL	@ MAGNOLIA BL	A.M.	0.799	C	1.197	F	1.206	F	0.009	NO	1.196	F	NO
		P.M.	0.726	C	1.107	F	1.115	F	0.008	NO	1.105	F	NO
LANKERSHIM BL	@ MOORPARK ST	A.M.	1.033	F	1.368	F	1.454	F	0.086	YES	1.129	F	NO
		P.M.	0.847	D	1.178	F	1.215	F	0.037	YES	1.120	F	NO
LANKERSHIM BL	@ RIVERSIDE DR	A.M.	0.850	D	1.259	F	1.329	F	0.070	YES	1.184	F	NO
		P.M.	0.775	C	1.060	F	1.110	F	0.050	YES	1.010	F	NO
LANKERSHIM BL	@ SR 134 WB OFF-RAMP	A.M.	0.681	B	0.935	E	0.963	E	0.028	YES	0.914	E	NO
		P.M.	0.429	A	0.597	A	0.617	B	0.020	NO	0.607	B	NO
LANKERSHIM BL	@ US 101 NB OFF-RAMP	A.M.	0.520	A	0.937	E	1.093	F	0.156	YES	0.732	C	NO
		P.M.	0.445	A	0.877	D	0.987	E	0.110	YES	0.667	B	NO
LANKERSHIM BL	@ VENTURA BL/CAHUENGA BL	A.M.	0.723	C	0.952	E	0.995	E	0.043	YES	0.902	E	NO
		P.M.	0.624	B	0.911	E	1.003	F	0.092	YES	0.859	D	NO

[a] LOS based on field observations; the project incremental impact was calculated using the travel demand simulation model developed for this project.
** Indicates oversaturated conditions. Delay cannot be calculated.

* UNMITIGATABLE IMPACT

ATTACHMENT 3-7
Pg 3

ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
LANKERSHIM BL	@ WHIPPLE ST	A.M.	0.722	C	0.951	E	1.025	F	0.074	YES	0.880	D	NO
		P.M.	0.317	A	0.489	A	0.522	A	0.033	NO	0.512	A	NO
LAUREL CANYON BL	@ HOLLYWOOD BL	A.M.	0.487	A	0.607	B	0.608	D	0.001	NO	0.598	A	NO
		P.M.	0.700	B	0.754	C	0.755	C	0.001	NO	0.745	C	NO
LAUREL CANYON BL	@ MOORPARK ST	A.M.	0.919	E	1.174	F	1.178	F	0.004	NO	1.168	F	NO
		P.M.	1.077	F	1.287	F	1.292	F	0.005	NO	1.282	F	NO
LAUREL CANYON BL	@ US 101 NB RAMPS	A.M.	0.580	A	0.765	C	0.765	C	0.000	NO	0.755	C	NO
		P.M.	0.515	A	0.692	B	0.692	B	0.000	NO	0.682	B	NO
LAUREL CANYON BL	@ US 101 SB RAMPS	A.M.	0.513	A	0.735	C	0.736	C	0.001	NO	0.726	C	NO
		P.M.	0.541	A	0.646	B	0.646	B	0.000	NO	0.636	B	NO
LAUREL CANYON BL	@ VENTURA BL	A.M.	0.869	D	1.152	F	1.173	F	0.021	YES	1.133	F	NO
		P.M.	0.873	D	1.069	F	1.096	F	0.027	YES	1.056	F	NO
LAURELGROVE AV	@ VENTURA BL	A.M.	0.459	A	0.609	B	0.627	B	0.018	NO	0.590	A	NO
		P.M.	0.548	A	0.729	C	0.754	C	0.025	NO	0.717	C	NO
LEDGE AV/MOORPARK WAY	@ RIVERSIDE DR	A.M.	0.627	B	1.070	F	1.122	F	0.052	YES	0.945	E	NO
		P.M.	0.636	B	1.067	F	1.140	F	0.073	YES	0.976	E	NO
MEMORIAL DR	@ FOREST LAWN DR	A.M.	0.402	A	0.529	A	0.541	A	0.012	NO	0.536	A	NO
		P.M.	0.464	A	0.535	A	0.576	A	0.041	NO	0.567	A	NO
MOUNT SENAI DR	@ FOREST LAWN DR	A.M.	0.415	A	0.531	A	0.542	A	0.011	NO	0.538	A	NO
		P.M.	0.408	A	0.443	A	0.483	A	0.040	NO	0.464	A	NO
MTA DWY	@ CAMPO DE CAHUENGA WAY	A.M.	0.000	A	0.702	A	0.715	A	0.013	NO	[illegible]	[illegible]	NO
		P.M.	0.231	A	0.607	B	0.666	B	0.059	NO	0.713	[illegible]	YES
MULHOLLAND DR	@ CAHUENGA BL	A.M.	0.736	C	1.051	F	1.480	F	0.429	YES	1.042	F	NO
		P.M.	0.668	B	1.061	F	1.111	F	0.050	YES	1.046	F	NO
NOBLE AV	@ VENTURA BL	A.M.	0.579	A	0.815	D	0.827	D	0.012	NO	0.790	C	NO
		P.M.	0.707	C	0.873	D	0.884	D	0.011	NO	0.847	D	NO
OAKCREST DR	@ CAHUENGA BL	A.M.	0.753	C	0.973	E	1.035	F	0.062	YES	0.950	E	NO
		P.M.	0.494	A	0.722	C	0.759	C	0.036	NO	0.694	B	NO
OAKSHIRE DR	@ CAHUENGA BL	A.M.	0.529	A	0.718	C	0.831	D	0.113	YES	0.640	D	NO
		P.M.	0.396	A	0.776	C	0.880	D	0.104	YES	0.638	B	NO
ODIN ST	@ CAHUENGA BL	A.M.	--	F	0.571	A	0.577	A	0.006	NO	0.577	A	NO
		P.M.	--	F	0.771	C	0.787	C	0.016	NO	0.787	C	NO
PLAZA PKWY	@ VENTURA BL	A.M.	0.538	A	0.804	D	0.844	D	0.040	YES	0.711	C	NO
		P.M.	0.381	A	0.529	A	0.559	A	0.030	NO	0.533	A	NO
RADFORD AV/VENTURA PL	@ VENTURA BL	A.M.	0.456	A	0.649	B	0.671	B	0.022	NO	0.644	B	NO
		P.M.	0.574	A	0.640	B	0.650	B	0.010	NO	0.635	B	NO
RIVERTON AV/CAMPO DE CAHUENGA WY	@ VENTURA BL	A.M.	0.444	A	0.640	B	0.653	B	0.013	NO	0.637	B	NO
		P.M.	0.400	A	0.616	B	0.651	B	0.035	NO	0.637	B	NO
SEPULVEDA BL	@ VENTURA BL	A.M.	1.024	F	1.291	F	1.291	F	0.000	NO	1.264	F	NO
		P.M.	1.221	F	1.485	F	1.485	F	0.000	NO	1.485	F	NO
SR 170 NB RAMPS	@ MAGNOLIA BL	A.M.	0.360	A	0.561	A	0.571	A	0.010	NO	0.521	A	NO
		P.M.	0.435	A	0.712	C	0.715	C	0.003	NO	0.705	C	NO
SR 170 SB RAMPS	@ MAGNOLIA BL	A.M.	0.515	A	0.776	C	0.785	C	0.009	NO	0.746	C	NO
		P.M.	0.488	A	0.606	B	0.609	B	0.003	NO	0.566	A	NO

[a] LOS based on field observations; the project incremental impact was calculated using the travel demand simulation model developed for this project.
-- Indicates oversaturated conditions. Delay cannot be calculated.

** UNMITIGABLE IMPACT - STUDIO CITY

ATTACHMENT 37
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ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
STERN AV (WEST)	@ VENTURA BL	A.M.	0.419	A	0.597	A	0.611	B	0.014	NO	0.575	A	NO
		P.M.	0.427	A	0.605	B	0.625	B	0.020	NO	0.585	A	NO
STUDIO CITY PI	@ VENTURA BL	A.M.	0.411	A	0.617	B	0.641	B	0.024	NO	0.605	B	NO
		P.M.	0.562	A	0.683	B	0.713	C	0.030	NO	0.677	B	NO
SUNNYSLOPE AV	@ VENTURA BL	A.M.	0.374	A	0.697	B	0.712	C	0.015	NO	0.675	B	NO
		P.M.	0.399	A	0.624	B	0.644	B	0.020	NO	0.607	B	NO
TUJUNGA AV	@ RIVERSIDE DR/CAMARILLO ST	A.M.	0.944	E	1.171	F	1.196	F	0.025	YES	1.156	F	NO
		P.M.	0.849	D	1.126	F	1.130	F	0.004	NO	1.120	F	NO
TUJUNGA AV	@ VENTURA BL	A.M.	0.487	A	0.696	B	0.717	C	0.021	NO	0.680	B	NO
		P.M.	0.659	B	0.841	D	0.871	D	0.030	YES	0.835	D	NO
TYRONE AV/BEVERLY GLEN BL	@ VENTURA BL	A.M.	0.564	A	0.864	D	0.877	D	0.013	NO	0.841	D	NO
		P.M.	0.772	C	1.004	F	1.007	F	0.003	NO	0.971	E	NO
UNIVERSAL STUDIOS BL	@ CAHUENGA BL	A.M.	0.473	A	0.668	B	0.796	C	0.128	YES	0.581	A	NO
		P.M.	0.329	A	0.724	C	0.897	D	0.173	YES	0.747	C	NO
** US 101 NB RAMPS	@ CAMPO DE CAHUENGA WAY	A.M.	0.077	A	0.235	A	0.261	A	0.026	NO	0.241	A	NO
		P.M.	0.408	A	0.667	B	0.725	C	0.058	YES	0.725	C	YES
US 101 SB RAMPS/REGAL PL	@ CAHUENGA BL	A.M.	0.607	B	0.846	D	0.897	D	0.051	YES	0.844	D	NO
		P.M.	0.528	A	0.810	D	0.904	E	0.094	YES	0.734	C	NO
US 101 SB RAMPS W/O BARHAM BL/CAHUENGA BL	@ CAHUENGA BL	A.M.	0.952	E	1.225	F	1.345	F	0.120	YES	1.131	F	NO
		P.M.	0.643	B	1.368	F	1.512	F	0.144	YES	1.266	F	NO
VALLEY VISTA BL/ETHEL AV	@ VENTURA BL	A.M.	0.493	A	0.775	C	0.793	C	0.018	NO	0.757	C	NO
		P.M.	0.519	A	0.765	C	0.788	C	0.023	NO	0.751	C	NO
VAN NUYS BL	@ VENTURA BL	A.M.	0.869	D	1.125	F	1.141	F	0.016	YES	1.101	F	NO
		P.M.	1.003	F	1.297	F	1.318	F	0.021	YES	1.276	F	NO
VANTAGE AV	@ VENTURA BL	A.M.	0.509	A	0.682	B	0.703	C	0.021	NO	0.666	B	NO
		P.M.	0.533	A	0.710	C	0.734	C	0.024	NO	0.697	B	NO
VINE ST	@ FRANKLIN AV/US 101 SB OFF-RAMP	A.M.	0.343	A	0.665	B	0.667	B	0.002	NO	0.657	B	NO
		P.M.	0.459	A	0.543	A	0.547	A	0.004	NO	0.537	A	NO
VINELAND AV	@ BURBANK BL	A.M.	0.805	D	0.843	D	0.849	D	0.006	NO	0.839	D	NO
		P.M.	0.756	C	0.798	C	0.803	D	0.005	NO	0.793	C	NO
VINELAND AV/LANKERSHIM BL	@ CAMARILLO ST	A.M.	0.933	E	1.351	F	1.376	F	0.025	YES	1.325	F	NO
		P.M.	0.725	C	1.205	F	1.221	F	0.016	YES	1.209	F	NO
VINELAND AV	@ MAGNOLIA BL	A.M.	0.513	A	1.101	F	1.104	F	0.003	NO	1.092	F	NO
		P.M.	0.734	C	1.402	F	1.406	F	0.004	NO	1.396	F	NO
VINELAND AV	@ MOORPARK ST	A.M.	0.871	D	1.127	F	1.142	F	0.015	YES	1.056	F	NO
		P.M.	0.793	C	1.056	F	1.078	F	0.022	YES	1.050	F	NO
VINELAND AV	@ RIVERSIDE DR	A.M.	0.809	D	1.124	F	1.173	F	0.049	YES	1.096	F	NO
		P.M.	0.559	A	0.820	D	0.853	D	0.033	YES	0.801	D	NO
VINELAND AV	@ US 101 NB OFF-RAMP	A.M.	0.307	A	0.484	A	0.496	A	0.012	NO	0.481	A	NO
		P.M.	0.282	A	0.405	A	0.409	A	0.004	NO	0.399	A	NO
VINELAND AV	@ US 101 SB RAMPS	A.M.	0.527	A	0.724	C	0.760	C	0.036	NO	0.580	A	NO
		P.M.	0.369	A	0.664	B	0.680	B	0.016	NO	0.600	A	NO
VINELAND AV	@ VENTURA BL	A.M.	0.687	B	1.027	F	1.072	F	0.045	YES	0.906	E	NO
		P.M.	0.821	D	1.049	F	1.088	F	0.039	YES	0.988	E	NO

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** US UNMITIGATABLE IMPACT STUDIO CITY

ATTACHMENT F7
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ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
VINELAND AV	@ WHIPPLE ST	A.M.	0.433	A	0.500	A	0.504	A	0.004	NO	0.494	A	NO
		P.M.	0.364	A	0.446	A	0.448	A	0.002	NO	0.438	A	NO
WARNER BRS STUDIOS GATE 7/GATE 8	@ FOREST LAWN DR	A.M.	0.526	A	0.732	C	0.744	C	0.012	NO	0.708	C	NO
		P.M.	0.466	A	0.542	A	0.582	A	0.040	NO	0.560	A	NO
WHITSETT AV/LAUREL TERRACE DR	@ VENTURA BL	A.M.	0.555	A	0.744	C	0.763	C	0.019	NO	0.723	C	NO
		P.M.	0.661	B	0.904	E	0.929	E	0.025	YES	0.880	D	NO
WILLIS AV	@ VENTURA BL	A.M.	0.434	A	0.676	B	0.689	B	0.013	NO	0.652	B	NO
		P.M.	0.549	A	0.729	C	0.747	C	0.018	NO	0.711	C	NO
WOODMAN AV	@ VENTURA BL	A.M.	0.588	A	0.818	D	0.833	D	0.015	NO	0.790	C	NO
		P.M.	0.587	A	0.903	E	0.923	E	0.020	YES	0.887	D	NO
COUNTY OF LOS ANGELES													
** LANKERSHIM BL	@ CAMPO DE CAHUENGA WAY/UHD	A.M.	0.517	A	1.034	F	1.229	F	0.195	YES	1.172	[illegible]	YES
		P.M.	0.531	A	1.375	F	1.547	F	0.172	YES	1.160	F	NO
** LANKERSHIM BL	@ MAIN ST	A.M.	0.431	A	0.880	D	0.922	E	0.042	YES	0.763	C	NO
		P.M.	0.390	A	0.760	C	0.952	E	0.192	YES	0.724	C	YES
LANKERSHIM BL	@ VALLEYHEART DR/JAMES STEWART AV	A.M.	0.329	A	0.715	C	0.762	C	0.047	YES	0.684	C	NO
		P.M.	0.356	A	0.904	E	0.981	E	0.077	YES	0.799	C	NO
UNIVERSAL CTR DR/UNIVERSAL STUDIOS BL	@ CORAL DR/BUDDY HOLLY DR	A.M.	0.065	A	0.397	A	0.514	A	0.117	NO	0.415	A	NO
		P.M.	0.159	A	0.892	D	0.956	E	0.064	YES	0.820	D	NO
CITY OF BURBANK													
BOB HOPE DR	@ ALAMEDA AV	A.M.	0.622	B	0.985	E	0.990	E	0.005	NO	0.990	E	NO
		P.M.	0.636	B	1.013	F	1.017	F	0.004	NO	1.017	F	NO
BUENA VISTA ST	@ ALAMEDA AV	A.M.	0.750	C	0.937	E	0.939	E	0.002	NO	0.935	E	NO
		P.M.	0.838	D	0.946	E	0.949	E	0.003	NO	0.945	E	NO
BUENA VISTA ST	@ MAGNOLIA BL	A.M.	0.576	A	1.068	F	1.072	F	0.004	NO	1.072	F	NO
		P.M.	0.846	D	1.147	F	1.148	F	0.001	NO	1.148	F	NO
BUENA VISTA ST	@ OLIVE AV	A.M.	0.796	C	1.121	F	1.127	F	0.006	NO	1.081	F	NO
		P.M.	0.776	C	1.099	F	1.102	F	0.003	NO	1.054	F	NO
BUENA VISTA ST/SR 134 EB ON-RAMP	@ RIVERSIDE DR/SR 134 WB RAMPS	A.M.	0.777	C	1.075	F	1.076	F	0.001	NO	1.070	F	NO
		P.M.	0.809	D	1.020	F	1.022	F	0.002	NO	1.018	F	NO
BUENA VISTA ST	@ VERDUGO AVENUE	A.M.	0.601	B	1.012	F	1.013	F	0.001	NO	1.015	F	NO
		P.M.	0.731	C	1.176	F	1.181	F	0.005	NO	1.175	F	NO
CALIFORNIA ST	@ RIVERSIDE DR	A.M.	0.335	A	0.605	B	0.607	B	0.002	NO	0.607	B	NO
		P.M.	0.253	A	0.827	D	0.829	D	0.002	NO	0.820	D	NO
CORDOVA ST/SR 134 WB OFF-RAMP	@ ALAMEDA AV	A.M.	0.661	B	1.040	F	1.045	F	0.005	NO	1.045	F	NO
		P.M.	0.503	A	1.176	F	1.182	F	0.006	NO	1.182	F	NO
EVERGREEN ST/RIVERSIDE DR	@ ALAMEDA AV	A.M.	0.530	A	0.740	C	0.764	C	0.024	NO	0.743	C	NO
		P.M.	0.595	A	0.827	D	0.868	D	0.041	YES	0.829	D	NO
HOLLYWOOD WAY	@ ALAMEDA AV	A.M.	0.773	C	1.259	F	1.264	F	0.005	NO	1.268	F	NO
		P.M.	0.749	C	1.264	F	1.272	F	0.008	NO	1.272	F	NO
HOLLYWOOD WAY	@ MAGNOLIA BL	A.M.	0.800	D	1.277	F	1.281	F	0.004	NO	1.285	F	NO
		P.M.	0.868	D	1.053	F	1.059	F	0.006	NO	1.059	F	NO
HOLLYWOOD WAY	@ OLIVE AV	A.M.	0.550	A	0.791	C	0.818	D	0.027	YES	0.791	C	NO
		P.M.	0.681	B	1.207	F	1.231	F	0.024	YES	1.212	F	NO

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** UNMITIGATABLE IMPACT — STUDIO CITY

ATTACHMENT A-2
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ATTACHMENT F-1
NBC UNIVERSAL EVOLUTION PLAN
PROJECT IMPACT SUMMARY - LEVEL OF SERVICE (SIGNALIZED INTERSECTIONS)

Intersection		Peak Hour	2006 Existing		2030 Base		2030 with Project with TDM				2030 with Project with TDM and Funded Improvements		
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change in V/C	Significant Impact?	V/C or Delay	LOS	Impact Remain ?
HOLLYWOOD WAY	@ VERDUGO AV	A.M.	0.814	D	1.260	F	1.270	F	0.005	NO	1.273	F	NO
		P.M.	0.800	C	1.162	F	1.169	F	0.007	NO	1.165	F	NO
LIMA ST	@ OLIVE AV	A.M.	0.434	A	0.435	A	0.444	A	0.009	NO	0.415	A	NO
		P.M.	0.306	A	0.452	A	0.463	A	0.011	NO	0.433	A	NO
OLIVE AV	@ ALAMEDA AV	A.M.	0.509	A	0.937	E	0.941	E	0.004	NO	0.852	D	NO
		P.M.	0.710	C	1.130	F	1.109	F	0.009	NO	1.016	F	NO
OLIVE AV	@ PASS AV	A.M.	0.673	B	0.967	E	1.021	F	0.054	YES	0.841	D	NO
		P.M.	0.747	C	0.948	E	1.042	F	0.094	YES	0.793	C	NO
OLIVE AV	@ RIVERSIDE DR	A.M.	0.602	B	0.780	C	0.790	C	0.010	NO	0.750	C	NO
		P.M.	0.572	A	0.871	D	0.880	D	0.009	NO	0.842	D	NO
OLIVE AV	@ WARNER BROS STUDIOS GATE 1/LAKESIDE DR	A.M.	0.655	B	0.652	B	0.673	B	0.021	NO	0.628	B	NO
		P.M.	0.744	C	0.825	D	0.871	D	0.046	YES	0.807	D	NO
* OLIVE AV	@ WARNER BROS STUDIOS GATE 2/GATE 3	A.M.	0.430	A	0.807	D	0.846	D	0.039	YES	0.785	C	NO
		P.M.	0.501	A	0.853	D	0.901	E	0.048	YES	0.861	D	YES
PASS AV	@ ALAMEDA AV	A.M.	0.590	A	0.967	E	0.978	E	0.011	YES	0.963	E	NO
		P.M.	0.713	C	1.078	F	1.093	F	0.015	YES	1.016	F	NO
PASS AV	@ MAGNOLIA BL	A.M.	0.406	A	0.776	C	0.782	C	0.006	NO	0.790	C	NO
		P.M.	0.529	A	0.889	D	0.897	D	0.008	NO	0.892	D	NO
PASS AV	@ OAK ST	A.M.	0.369	A	0.526	A	0.531	A	0.005	NO	0.545	A	NO
		P.M.	0.425	A	0.626	B	0.633	B	0.007	NO	0.633	B	NO
PASS AV	@ RIVERSIDE DR	A.M.	0.461	A	0.818	D	0.860	D	0.042	YES	0.762	C	NO
		P.M.	0.363	A	0.641	B	0.675	B	0.034	NO	0.680	B	NO
PASS AV	@ SR 134 EB OFF-RAMP	A.M.	0.499	A	0.789	C	0.797	C	0.008	NO	0.760	C	NO
		P.M.	0.598	A	0.696	B	0.709	C	0.013	NO	0.659	B	NO
PASS AV	@ VERDUGO LN	A.M.	0.477	A	0.866	D	0.879	D	0.013	NO	0.849	D	NO
		P.M.	0.590	A	1.203	F	1.217	F	0.014	YES	1.147	F	NO
CITY OF WEST HOLLYWOOD													
LA BREA AV	@ SANTA MONICA BL	A.M.	0.809	D	0.977	E	0.985	E	0.008	NO	0.985	E	NO
		P.M.	0.844	D	1.080	F	1.086	F	0.006	NO	1.080	F	NO
LA CIENEGA BL	@ SANTA MONICA BL	A.M.	0.979	E	1.067	F	1.068	F	0.001	NO	1.068	F	NO
		P.M.	0.803	D	0.916	E	0.919	E	0.003	NO	0.919	E	NO
LA CIENEGA BL	@ SUNSET BL	A.M.	0.683	B	0.831	D	0.839	D	0.008	NO	0.839	D	NO
		P.M.	1.031	F	1.218	F	1.227	F	0.009	NO	1.227	F	NO
SAN VICENTE BL/CLARK ST	@ SUNSET BL	A.M.	0.829	D	0.959	E	0.966	E	0.007	NO	0.960	E	NO
		P.M.	0.944	E	1.117	F	1.123	F	0.006	NO	1.123	F	NO

* UNMITIGATABLE IMPACT

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ATTACHMENT 87
PG 17

TRANSPORTATION APPENDIX

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

FINAL DRAFT

Jon Foreman
Senior City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Via facsimile to (213) 978-6566 (12 pages) and email to Jon.Foreman@lacity.org

Re: Comments on NBC Universal Evolution Plan Draft Environmental Impact Report

Dear Mr. Foreman:

The City of Burbank has reviewed the Draft Environmental Impact Report (DEIR) for the proposed NBC Universal Evolution Plan. Due to the proximity of the project site to the City of Burbank, the City is very concerned about the project and the impacts it will have on Burbank streets, residents, and businesses. The City of Burbank respectfully submits the following comments.

Traffic and Transportation

1. Travel Demand Model / Growth Forecasts

City of Burbank Community Development Department staff collaborated with the project's traffic consulting staff to develop a modified travel demand model for the NBC Universal Evolution Plan. This modified model was developed in response to initial concerns the City had regarding the ability of the original travel demand model to forecast traffic conditions in Burbank.

The revised model used for the Alternative Impact Analysis for the City of Burbank (DEIR Exhibit E – Transportation Study Appendix F) includes a more detailed street network for Burbank as well as refined network link attributes for number of travel lanes, capacity, and speed parameters. The model also includes a more detailed traffic analysis zone structure and centroid connectors that satisfactorily simulates intersection volume assignments and existing traffic patterns in the city. In addition, at the City's request the project study area was expanded to include eight additional intersections in Burbank, bringing the total number of studied intersections in the city to 36. The modified travel demand model was used to distribute and assign project traffic to Burbank streets, and the output from this modified model was used to identify significant traffic impacts in the City of Burbank under the Alternative Impact Analysis.

EXHIBIT A

By way of a letter transmitted to the project consulting team in December 2009 (attached hereto), City of Burbank staff acknowledged that the modified model methodology, study area, network and zone structure, background socio-economic data and forecasts, traffic counts, and other data had been developed in accordance with Burbank's policies for project traffic studies. It should be noted that the City has identified errors in the cumulative projects list included in the DEIR (DEIR Exhibit E – Transportation Study, Table 10: Trip Generation Estimates for Cumulative Projects, page 96) including a mischaracterization of the expected development of major studio campuses with large, un-built development entitlements. However, through the collaborative modeling process conducted for the Burbank-specific Alternative Impact Analysis, the City acknowledges that all cumulative projects reasonably foreseeable in the City of Burbank have been accounted for in the travel demand model land use assumptions, even if they are incorrectly listed in the Cumulative Projects table. The Cumulative Projects table should be corrected to accurately reflect the numbers used in the analysis.

While the City endorses the modified travel demand model as a tool for identifying impacts and developing mitigations for the Universal Evolution Plan, it does not necessarily endorse model inputs, including but not limited to project trip generation and trip reductions. Comments regarding the trip generation assumptions used for the DEIR are included below.

2. Trip Generation / Transportation Demand Management Credits

The City believes that the trip generation derived for the retail and housing portion of the project is too low given the size and type of proposed uses, the relation of these uses to existing and planned transit networks, the demographics of the users of the proposed uses, and the guidelines presented in the Institute of Transportation Engineers *Trip Generation Handbook*. In particular, a number of credits for pass-by, walking, and internal capture on the retail portion of the project are too aggressive given the project characteristics. First, the study uses the trip generation rate for "Shopping Center" when estimating trips for the neighborhood and community retail uses, which total approximately 145,000 square feet. The ITE Shopping Center describes retail centers that combine multiple tenants into a common facility that is managed as a single development. The study uses the ITE average rate for these uses, when the ITE *Trip Generation Handbook* recommends that the fitted curve be used instead. Using the fitted curve instead of the average rate would yield nearly twice as many trips in the PM peak hour, and approximately 50 percent more daily trips for the retail uses. The City requests the study utilize shopping center fitted curve rates as recommended by ITE rather than the average rate.

In addition, a number of trip credits are taken from basic trip generation to account for factors like pass-by trips, internal capture trips, and non-motorized trips. The City believes that application of these credits on top of the already-low trip generation for the retail uses severely undercounts the trip generation. First, ITE provides an average pass-by trip generation credit of 34 percent for shopping centers, while the traffic study applies a 40 to 50 percent credit. This is compounded with an additional credit for walking/cycling/internal capture trips that is inappropriate for the proposed uses, especially since the use of the shopping center rate (instead of explicit ITE rates for retail, restaurant, and other uses commonly found in a shopping center) already implies internal capture of trips due to the nature of a shopping center use. Because these large credits are compounded on top of an already-low trip generation rate (from the

average rate instead of the fitted-curve rate), the City believes the trip generation is underestimated. The City requests the study utilize a lower, more realistic pass-by rate for the retail portions of the project. Finally, it is possible that on top of these credits an additional Transportation Demand Management (TDM) credit was taken on the community and neighborhood retail portions of the project, although this is not clear from the study (DEIR Appendix E – Transportation Study Table 19 – Proposed Project TDM Program, page 287). The City does not believe that a TDM reduction is appropriate on the retail portions of the project due to the location of the retail in relation to transit.

The study does not document how expected increases in attendance to the existing theme park and entertainment uses of the project translate to increased trip generation under future conditions. This increased attendance should be factored into the existing project future trip generation and included in the analysis. Also, the study assumes a very low per-square-foot trip generation rate for the new entertainment uses proposed as part of the project. Using the trip generation for entertainment uses from the study (DEIR Appendix E – Transportation Study, Table 14, page 173), the existing entertainment uses generate more than 17 daily trips per 1,000 square feet, while the new entertainment uses are only expected to generate a little over 7 daily trips per 1,000 square feet (after accounting for the trip generation of the hotel use). A similar relationship exists for the AM and PM peak hour trip generation rates. This suggests that the new entertainment uses will generate significantly less trips than the existing uses. The City believes that the trip generation for the proposed entertainment uses is too low.

The City also disagrees with the trip generation reduction claimed for the TDM program that is proposed to reduce the project's trip generation. In particular, the study is applying a ~~20~~ 21 percent TDM reduction on ~~1,874 of~~ the 2,937 new housing units proposed for the project. This is an extremely aggressive TDM reduction for housing units in Los Angeles, especially if the housing is targeting upper-income households, requires bus-to-rail transfers, and includes multiple free parking spaces for each housing unit. Other than the provision for free transit passes and a marginal proximity to the Metro Red Line (requiring either a long walk or a bus transfer), there is virtually no incentive for the residents of the housing units in the proposed project to shift to bus or rail. The City suggests that if an aggressive TDM reduction be proposed that it be coupled with equally-aggressive TDM measures such as parking pricing or unbundled free parking, reduced parking ratios (e.g. provide one space per unit), or direct proximity to the Metro Red Line Subway, Metro Rapid bus, or other high-capacity bus services. As proposed, the layout of the residential units in relation to transit amenities and the lack of any true disincentives to driving will not result in a 20 percent trip generation reduction on the housing portion of the project.

These comments also apply to the 25 percent TDM reduction on the office component, especially with regard to the large amounts of parking being provided to office workers. Like the residential, there is little incentive to utilize transit if abundant parking is being provided on site.

The study indicates that a Transportation Management Association (TMA) will be developed for the project, but does not explicitly describe how the TMA would be established, who would be responsible for its administration, or how the TMA would be funded. The City requests that a

mitigation measure be added to specify the details of the required TMA, and to ensure that membership be required by all new and existing commercial and retail tenants of the proposed project. In addition, the City requests that the TMA be required to participate in the trip reduction monitoring required to validate the trip generation caused by each phase of the project.

3. Project Phasing and Mitigations

The project proposes a phased project implementation that conditions development of future phases based on completion of mitigation measures and monitoring of actual trip generation of prior phases. However, while the project identifies specific improvements to be constructed as part of specific project phases, there is no mechanism to ensure that actual trip generation of each phase is correlated to predicted trip generation identified in the study. Given the aggressive trip reductions proposed by the study, the City proposes that the phasing plan include hard trip caps on each phase, such that actual project trip generation is measured at each phase, and that future phases are contingent on achieving trip generation at or below the generation predicted by the study. Development of future phases would be prohibited unless actual trip generation is proven to match the generation identified in the study, and the mitigations identified for each project phase have been completed. The City requests that traffic monitoring infrastructure be built into project driveways for existing and future ~~roadway improvements that serve the new~~ project phases so that ~~adequate~~actual, real-time sampling of traffic volumes of the project can be captured (e.g. installation of loop detectors in project access points and driveways to monitor actual trip generation of the project). This monitoring equipment can be used to verify any trip generation assumptions included in the analysis.

The DEIR should explicitly state that all identified project mitigations are mandatory mitigations that must be funded by the project applicant when required to be implemented by the specific project phase as identified in the project phasing program.

~~3~~4. City of Burbank Alternative Impact Analysis Methodology

The City of Burbank Alternative Impact Analysis (DEIR Appendix E – Transportation Study Appendix F: LOS Worksheets and Impact Analysis Other Jurisdictions) indicates that the City's Interim Traffic Study Guidelines (City of Burbank, November 2007) were used to conduct traffic impact analysis under the Alternative Impact Analysis. However, the Significant Impact Criteria described on page F-4 of the Transportation Study Appendix F does not match the criteria outlined in the City's Interim Traffic Study Guidelines. In general, the City's thresholds mirror those of the City of Los Angeles, except that the threshold for intersections at LOS F is more stringent than the City of Los Angeles. The City requests that the intersection impact analysis be reviewed to determine that it is consistent with the City of Burbank Interim Traffic Study Guidelines, or at a minimum conform to the City of Los Angeles significance thresholds (which are substantially similar to the City of Burbank).

~~4~~5. Traffic Signal Improvements

The project has proposed to mitigate certain intersection traffic impacts through improvements to traffic signal infrastructure in the City of Burbank. The project proposes to connect a number of

existing traffic signals to Burbank's Citywide Signal Control System (CSCS) through hardware upgrades to improve overall vehicle capacity by three percent over existing conditions. The City generally approves of this approach to increase capacity (versus implementing roadway widening) but the project mitigations do not specify the actual signal improvements that would be implemented to achieve this capacity credit.

The City has identified the improvements necessary to achieve an increase in capacity at the project study intersections identified, and has itemized these improvements and estimated their cost. In general, the City has identified physical hardware upgrades (controllers, poles, conduit, etc.) as well as necessary software and timing improvements (master control software, development of timing plans, data collection) to achieve this capacity increase. These improvements and present-day cost estimates are as follows:

- **Pass at Verdugo (Intersection #75, B-27):** Fully modify the traffic signal at this intersection for approximately $200K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1500 feet of conduit and fiber optic cable at a cost of $75K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $281K

- **Evergreen at Riverside (Intersection #77, B-28)**: This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at 134 E/B off-ramp (Intersection #78, B-29):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1200 feet of conduit and fiber optic cable at a cost of $25K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $81K

- **Pass at Alameda (Intersection #79, B-30)**: This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at Riverside (Intersection #80, B-31):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the

necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.

- Cost: $56K

- **Pass at Olive (Intersection #81, B-32):** Modify the traffic signal at this intersection for approximately $100K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost $106K

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Alameda at Hollywood Way (Intersection #84, B-35):** Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $6K

- **Olive at Hollywood Way (Intersection #86, B-36):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Olive at Riverside (Intersection #87, B-37):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

The City has identified additional signal improvements at one smaller signalized intersection and two roadway corridors within the project study area. These locations were not identified as being impacted in the study, but are located between and adjacent to impacted intersections. The City believes that improvements at these locations are needed to achieve the three percent capacity credit at the adjacent, impacted intersections. These improvements are identified below.

- **Pass at Oak (this intersection was not identified in DEIR as impacted):** This intersection is located within a corridor of five impacted study intersections. The City believes that coordination at this intersection is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. The existing traffic signal at this intersection should be fully modified for approximate cost of $200K.
  - Cost: $200K

- **Pass Avenue between 134 and Verdugo (not identified in the DEIR):** This intersection is located within a corridor of five impacted study intersections. Staff believes that interconnection on this portion of the corridor is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. This corridor segment should be interconnected to provide and enhance coordination.
  - Cost: $500K

- **Verdugo between Hollywood way and Buena Vista (not identified in the DEIR):** Staff believes since this segment connects to an impacted corridor, it should be interconnected to provide and enhance coordination.
  - Cost: $250K

The City has also identified a need to provide better inter-jurisdictional traffic signal coordination along the Barham/Olive corridor between the City of Burbank and the City of Los Angeles. This corridor includes a number of impacted intersections. Enhanced inter-jurisdictional coordination is required to realize the capacity credits applied to intersections in this heavily-travelled corridor.

- **Burbank TMC and LADOT through Olive and Barham: (not identified in the DEIR):** Staff believes that since this segment is along an impacted corridor, it should be interconnected between the two cities with ITS equipment (conduit fiber, Dynamic Message Signs, control hub station, network equipment & misc) to provide and enhance coordination.
  - Cost: $500K

Finally, the City believes that the following system hardware, software, and timing resources are needed to fully interconnect the intersections identified in the study as being impacted by the project. The following additional improvements are identified to achieve the three percent capacity credit identified at many of the impacted study intersections in Burbank.

- **Timing Plan Study:** Lump sum of approximately $150K
  - Cost $150K
- **Adaptive Traffic Control System**
  - Software Upgrade for $200K
  - Hardware (Vehicle detection system placement) for $500K
  - Hardware (Controller Upgrade) for $100K
  - Cost $800K

The total cost for the above traffic signal improvements (in 2010 dollars) is approximately **$3.6 million**. It should be noted that these cost estimates are based on current design and construction cost experience. The actual costs borne by the proposed project would be adjusted based on market conditions that exist when the project scope is finalized and the improvements are constructed.

~~5~~6. Physical Improvements

The study has identified a number of physical improvements to mitigate project impacts in Burbank. These improvements include roadway intersection restriping, widening, parking removal, and sidewalk narrowing to add roadway capacity in the project area. These improvements have been proposed in response to both the primary, project-wide traffic analysis as well as the secondary, Burbank-specific supplemental analysis that was requested by the City. In some cases these physical improvements are accepted in concept, but the implementation of the improvements is not within acceptable engineering standards (e.g. narrow lanes, reduced-width sidewalks). In other cases, the improvements would reduce on-street parking or restrict turning movements. In some cases these improvements cannot be supported by the City given the Burbank City Council's policy direction with regard to street widening and parking removal. Detailed comments on each proposed physical improvement are described below.

- **Evergreen at Riverside (Intersection #77, B-28)**: The study identifies that that the applicant or its successor should widen the south side of Riverside immediately west of the intersection to provide dual Right Turn Lanes. Widening streets and removing on-street parking in order to increase intersection capacity at this location would not be supported by the City due to policy direction about parking removal and roadway widening. This improvement is also not currently identified by the City as a necessary long-range transportation improvement. The City requests that the project consulting staff work with City staff to identify an alternative physical improvement and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigatable project impact.

- **Pass at Alameda (Intersection #79, B-30)**: The study identifies ~~that~~ that the applicant or its successor should widen the north side of Alameda immediately east of intersection to allow an exclusive west bound 10-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. Removing on-street parking in order to increase intersection capacity at this location would not be supported by the City due to policy direction regarding parking removal on City streets.

In addition to the above, the study recommends prohibiting northbound left turns at this intersection. The purpose is to extend the dual southbound Left Turn Lanes on Pass approaching Riverside. The City does not support this recommendation. If the prohibition is put in place it will make it very difficult for drivers on northbound Pass to get to destinations to the west and provides no reasonable alternatives for drivers to access westbound Alameda beyond the turn restriction. It is also not clear if secondary impacts from this turn prohibition on other intersections to the north of the intersection were analyzed. The City requests the project consulting staff work with City staff to identify an alternative physical improvement at these locations and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigatable project impacts.

- **Pass at Riverside (Intersection #80, B-31):** The study identifies that that the applicant or its successor should widen and remove on-street parking along the south side of Riverside, immediately west of intersection to allow an exclusive east bound 11-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. Widening streets and removing on-street parking in order to increase intersection capacity at this location would likely not be supported by the City Council given prior policy direction with regard to parking removal and roadway widening. The City requests the project consulting staff work with City staff to identify an alternative physical improvement and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigatable project impact.

- **Pass at Olive (Intersection #81, B-32):** The study identifies that the applicant or its successor widen Olive Avenue to provide dual left turn lanes northbound, three through lanes in each direction, and modify the traffic signal to accommodate this change. This improvement is on the City's long-range transportation plans and is identified as a mitigation measure for another development project in the City of Burbank. However, the study proposes a total of eight 10-foot lanes, including curb lanes, in this stretch of Olive Avenue with a horizontal curve with high rate of speed and reduced sidewalk width. This concept ~~this~~ is not acceptable as it introduces hazardous roadway geometry. The improvement as identified on the City's long-range plans assumes that additional right-of-way is required to construct this improvement from adjacent properties to maintain acceptable lane and sidewalk widths. The City requests that the project consultant staff work with City staff to identify an improvement design that would accommodate acceptable lane and sidewalk widths and identify the required right-of-way needed for the improvement.

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33).** The study does not address the existing on-going conflicts due to the steady flow of vehicles on Olive Avenue blocking the crosswalk on the south side. The City requests the project consulting staff work with City staff to identify an improvement to this conflict and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigatable project impact.

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** The study identifies a need to restripe the eastbound direction to provide an exclusive eastbound Right Turn Lane and shared through and Left Turn Lane in that direction. This improvement can be constructed in existing street-widths with minimal effects to on-street parking.

- **Alameda at 134 W/B on-ramp (Intersection #164, B-38):** The study identifies a need to install a traffic signal at the 134 W/B on-ramp west of Hollywood Way and interconnect it with the existing traffic signal at intersection of Alameda and Hollywood Way. However, the level of service analysis for this intersection and the proposed improvement do not consider changes in roadway configuration due to the new westbound 134 on-ramp at Hollywood Way that is under construction and expected to open in April 2011. The City requests that the study be revised to account for the pending ramp improvement and intersection geometry at this location. The City can provide the planned intersection configuration to the project applicant.

- **Alameda at Hollywood Way (Intersection #84):** Level of service analysis for this intersection does not consider changes in roadway configuration due to the new westbound 134 on-ramp at Hollywood Way that is under construction and expected to open in April 2011. The City requests that the study be revised to account for the pending ramp improvement and intersection geometry at this location. The City can provide the planned intersection configuration to the project applicant.

7. Neighborhood Intrusion Impacts

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's skepticism that the aggressive TDM reductions will be realized, the City requests 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 limits, 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

~~6~~8. Consideration of Previously-Entitled Development Projects and Mitigations

The Burbank Alternative Impact Analysis includes project traffic impact analysis under two future roadway scenarios. In the first scenario, only future, funded roadway improvements are considered to be in place by the project horizon year. In the second scenario, the City's long-range transportation improvements are also assumed to be constructed by 2030. These improvements include intersection and signal projects that are identified in the City's long-range infrastructure blueprint as well as improvements identified as mitigations for entitled developments for the three major studio campuses in the Media District. While these two alternative analyses are included to show traffic impacts under both scenarios, the DEIR does not describe how differences in the impacts under both of these scenarios affect the sequencing or coordination of project mitigations with previously-planned long-range improvements. It also does not clearly describe how the project may need to mitigate intersection impacts if improvements are required that are shared by both the proposed project and previously-entitled projects in Burbank.

~~7~~9. Transit Improvements

The proposed project includes funding of a shuttle system to integrate the project with the surrounding transit network. This system is used to justify the aggressive TDM reductions to the project's trip generation. This system is proposed to connect the outlying portions of the project (such as the residential and retail component near Barham Boulevard and Forest Lawn Drive) to the denser core of the existing and proposed office and studio uses. This system is also proposed to connect the project to the Metro Red Line subway, the Hollywood district of Los Angeles, and the Media District and Downtown areas of Burbank.

The City believes that this shuttle system needs to be a traditional, fixed-route service both within the project site as well as along the corridors that serve Burbank and Hollywood. An on-call, demand-responsive system would not be effective in shifting the project's employees, visitors, and others to transit because the on-call system requires too much advance planning and transfer times to make this system effective. The City believes that the shuttle service should provide 15-minute peak period and 30-minute off-peak service on a fixed route with local stops within and outside the project site, and with a published, fixed schedule. Further, this system should be branded as a service included in one of the existing transit systems (such as Metro, LADOT, or BurbankBus) rather than a standalone, Universal-branded shuttle with little recognition to infrequent or new transit riders. Branding the service as part of the larger region will help increase its awareness as another transit resource amongst existing bus, rail, and commuter rail systems.

The City believes that the system should add additional connectivity to the regional bus transit network to help shift the project's trips to transit. The shuttle service should provide a through-

connection between outlying endpoints rather than providing separate shuttle routes that converge at the proposed transit hub near Barham Boulevard and Lakeside Drive. For example, the service should instead run from either Downtown Burbank to Hollywood (through the project site) or from Downtown Burbank to the Universal Metro Red Line Station (through the project site) so that new regional transit connections are established in addition to service to the project. In particular, the Burbank-to-Hollywood route could provide a transit alternative to the congested Barham corridor while still connecting the residential portion of the project to two major trip destinations.

The City believes that justification of an aggressive TDM credit needs to 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 included 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. 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.

Finally, the City believes that proposed roadway improvements should complement the proposed transit improvements to improve transit travel times relative to auto travel and encourage shifts to transit. Consideration should be given to implementing the proposed third through lane on Barham Boulevard as a transit-only lane (similar to the Wilshire Boulevard bus lanes) rather than a mixed-flow lane. Given the tremendous latent demand for vehicle travel in the Barham corridor, a new mixed-flow lane will do nothing to improve travel times for vehicles, but reserving it for transit vehicles could provide a improvement to bus travel times and make transit trips in the corridor more attractive. Consideration should also be taken to implement this odd-numbered fifth through lane as a reversible lane to accommodate directional AM and PM travel flows. In addition, implementation of the proposed interior "east-west spine road" should provide for transit infrastructure such as pre-emption, queue jumps, and other measure to improve transit flow in the project site.

10. Los Angeles River Bicycle Path

The City requests that the project 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 study's claimed TDM and non-motorized transportation credits.

Public Services

The Public Services sections of the DEIR analyze impacts on services and facilities in the City and County of Los Angeles but do not analyze impacts on services or facilities in the City of Burbank. This is of particular concern for Libraries, Parks and Recreation, and Police services.

The EIR must discuss impacts to public services in general, regardless of the jurisdiction in which the services are located, rather than focusing only on those located in the City and County of Los Angeles.

There are library and park facilities located in the City of Burbank near the project site. In some cases these facilities may be more convenient and/or desirable for project tenants than comparable facilities in the City or County of Los Angeles. To use a specific example, the City of Burbank's Buena Vista Branch Library, located at 300 North Buena Vista Street, is the closest library to the project site of any jurisdiction, and probably the most convenient to access. Further, the Buena Vista Branch Library is larger than the two closest City of Los Angeles libraries that are cited in the DEIR (North Hollywood and Goldwyn), with 28,000 square feet and over 184,000 volumes. Since Burbank's facility is closer, more convenient, and offers greater selection than the Los Angeles City or County libraries discussed in the DEIR, it is possible that there may be greater impacts on Burbank's Buena Vista Branch Library than other libraries discussed in the DEIR. While the proposed mitigation measure to locate a branch library on the project site may mitigate some of this impact, the limited size and number of volumes that will be found at that library will mean that many residents will still need to travel off-site for more complete library services.

The City of Burbank is a member of the Southern California Library Cooperative (SCLC) along with the City and County of Los Angeles.[1] Burbank also operates a universal borrowing program with the Los Angeles City and County libraries, so residents of those areas may receive free Burbank library cards and enjoy the same privileges as Burbank residents. The Burbank Public Library currently has about 73,000 library card holders, of which about 26,000 are residents of the City of Los Angeles. About 9,400 of those residents live in ZIP codes that are adjacent to the project site. The DEIR states that the residential component of the project is expected to add 6,450 residents to the area. As such, there is the potential for a notable increase in Burbank library card holders and service demands placed on the Buena Vista Branch Library and other Burbank libraries. This should be discussed and analyzed in the EIR.

Similarly, the DEIR focuses its discussion of police impacts on the Los Angeles Police Department and Los Angeles County Sheriff's Department, and primarily focuses on on-site crime and policing issues. However, the proposed project would result in ~~a~~ substantial numbers of additional people coming into Burbank for shopping and recreation and vehicles using Burbank streets ~~in the City of Burbank~~. ~~Many of these drivers will stop to shop or conduct business on their way through Burbank.~~ 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. This will impact the Burbank Police Department and may affect its ability to continue providing the same levels of service to the Burbank community. The EIR should discuss the potential impacts on the services of all affected police departments and not just the Los Angeles Police Department and Los Angeles County Sheriff's Department. It may be necessary to identify mitigation measures to reduce potentially significant impacts on the Burbank Police Department.

[1] On page 1813, the EIR references the Metropolitan Cooperative Library System. The SCLC has replaced that organization.

Thank you in advance for your attention to the concerns raised in this letter. Should you have any questions or concerns, please contact me at (818) 238-5250 or mforbes@ci.burbank.ca.us.

Sincerely,
Community Development Department

Michael D. Forbes
Assistant Community Development Director / City Planner

cc: Honorable Mayor and Members of the Burbank City Council
Michael Flad, City Manager
Dennis Barlow, City Attorney
Greg Herrmann, Community Development Director

Letter No. 13

Jon Foreman <jon.foreman@lacity.org>

Comments on Universal EIR

Kathy Delle Donne <kadedo@earthlink.net> **Wed, Feb 2, 2011 at 2:57 PM**
To: Jon.Foreman@lacity.org

Hi Jon-

Not sure if Jennifer forwarded you the Plan Review Board's comments- so I've attached our letter.

Kathy

Ventura PRB Comment Letter.pdf
93K

2|K

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
MATT EPSTEIN
BARBARA ROMERO
MICHAEL K. WOO
VACANT
VACANT

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

January 29, 2011

Jon Foreman – Senior City Planner

Case Number ENV-2007-254-EIR, Clearinghouse Number 2007071036
Project Location: 100 Universal City Plaza, Universal City, CA 91608

The Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board (PRB) is concerned that the NBC Universal Evolution Plan Draft Environmental Impact Report (DEIR) inadequately addresses issues relating to the Ventura/Cahuenga Boulevard Corridor Specific Plan. The proposed DEIR is in violation of the Ventura/Cahuenga Boulevard Corridor Specific Plan (VCBC Specific Plan) as follows:

Sign district 2C (Universal City Southern Entry Point sign) of the proposed Universal City Specific Plan in the DEIR violates the VCBC Specific Plan signage regulations. No exception has been requested. If such an exception is requested in the future, the signage, as proposed, will be opposed by the PRB.

Additionally:

- The DEIR specifies major regional traffic impacts that affect most if not all of the communities along the corridor without offering anything close to adequate mitigations.

- The DEIR suggests significant parking impacts but characterizes them as "less than significant." The PRB strongly disagrees with that characterization.

Until these issues are specifically addressed, the Ventura/Cahuenga Boulevard Corridor Specific PRB recommends the City and County oppose granting any discretionary approvals. We also recommend that no amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan be approved.

Approved unanimously* by the Ventura/Cahuenga Boulevard Corridor Specific Plan Review Board on January 13, 2011.

Kathy Delle Donne, President
3rd Council District Appointee

Dennis DiBiase
3rd Council District Appointee

Diane Rosen
5th Council District Appointee

Gerald Silver
5th Council District Appointee

Craig Buck
2nd Council District Appointee

Bryce C. Lowery
4th Council District Appointee

Lisa Sarkin
2nd Council District Appointee

*Art Ginsburg was not present at January 13, 2011 meeting

Letter No. 14

Jon Foreman <jon.foreman@lacity.org>

NBCU Comment Letter

Dianna Watson <dianna_watson@dot.ca.gov> **Thu, Feb 3, 2011 at 1:20 PM**
To: Jon.Foreman@lacity.org
Cc: Alan Lin <alan_lin@dot.ca.gov>

Hi Jon,

Attached is our comment letter for the NBC Universal Project. A hard copy has been placed in today's mail. If you have any questions or need additional information, please call me at (231) 897-9140 or Alan Lin at (213) 897-8391.
(See attached file: NBCU Comment Letter.pdf)

Thank you,
DiAnna Watson, Chief
Regional Planning IGR/CEQA Branch
California Department of Transportation District 7
100 S. Main Street, M.S. 16
Los Angeles, CA 90012
Ph: (213) 897-9140 Fax: (213) 897-1337

NBCU Comment Letter.pdf
736K

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937

Flex your power!
Be energy efficient!

February 3, 2011

NBC Universal (NBCU)
IGR/CEQA No. 101106/AL, DEIR
Vic. US-101/SR-134/SR-170
SCH #2007071036

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

Caltrans would like to thank the City of Los Angeles for the opportunity to review the draft Environmental Impact Report (DEIR) for the NBC Universal (NBCU) Evolution Plan. Also, Caltrans would like to thank NBCU for fostering a collaborative and innovative process for addressing the transportation impacts of the proposed plan.

During the Evolution Plan process, NBCU approached Caltrans with an interest to work together to comprehensively address the mobility needs of the US 101 corridor and not just impacts associated with the Evolution Plan. US 101 in this area is congested and a transportation challenge that the region has been wrestling with for decades. As a central corridor connecting the region, the need for mobility enhancements is extraordinary, but opportunity is limited. Consequently, when approached with the possibility of addressing a regional need, Caltrans agreed to work collaboratively with NBCU because we feel that it is a unique opportunity to make important safety and mobility improvements in this vital corridor.

The proposed project consists of 1.56 million net new square feet of commercial use, a 500 room hotel, and a 2,937 unit residential dwelling. The applicant anticipates completion of the project by the year 2030.

The project will generate a net 36,451 additional average daily trips (ADT), 3,069 net AM trips, and 3,623 net PM trips. With the implementation of Transportation Demand Management (TDM), project vehicle trips would be reduced to approximately 28,108 ADT, 2,328 trips during the AM peak hour and 2,770 trips during the PM peak hour. In addition, the related projects in the project vicinity will generate 335,184 daily trips, 29,234 AM trips, and 39,529 PM trips.

21 A

Although Caltrans does not generally use the Los Angeles County Congestion Management Plan (CMP) when analyzing State facilities, Caltrans agrees that the use of the CMP criteria in this case is appropriate given the nature of the project and the potential regional traffic impacts. Moreover, the NBCU team's early collaborative and proactive effort in working with Caltrans allowed the integration of Caltrans' requirements into the assumptions and methodology used for the traffic study. Also, NBCU has identified the Evolution Plan mitigation to address impacts on the state highway system. Therefore, Caltrans concurs with the proposed traffic methodology, modeling and impact assessment contained within the Evolution Plan traffic study.

The project proposes Regional and Sub-Regional Highway improvements to the US-101, including the interchange at Universal Terrace Parkway (Campo de Cahuenga Way) (for which a PSR has been approved), corridor improvements at Lankershim Blvd., Forest Lawn Drive, Universal Hollywood Drive, and Barham Blvd., Lakeside Plaza Drive and Buddy Holly Drive widening, the addition of a new north-south 4 lane road parallel to Barham Blvd through the NBCU property, and a new US-101 South Bound On-Ramp at Universal Studios Blvd. It is noted on Page 51 of Volume 1 DEIR that, "with implementation of the Project's 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."

Caltrans acknowledges that the proposed identified mitigation would address the impacts of the proposed plan with the following requested modifications / clarifications:

US 101 Corridor Improvements – NBCU has proposed meaningful safety and mobility improvements in the US 101 corridor in addition to the proposed Evolution Plan mitigations. In recognition of the many challenges in the corridor, NBCU has proposed to collaborate and work with Caltrans to advance several potential improvements in order to leverage funding more effectively and provide the greatest benefit to the region. Caltrans concurs with this as an effective approach. It should be noted that NBCU and Caltrans have already begun by initiating efforts to complete the project study report (PSR) for improving safety and highway operations for the US 101 / SR 134 / SR 170 interchange. It is recommended NBCU and Caltrans work cooperatively to execute a memorandum of understanding in the near future to define and document roles and responsibilities for all of the proposed corridor improvements.

Eastbound SR 134 Riverside/Vineland Off Ramp – This ramp is located within the US 101 / SR 134 / SR 170 interchange and can potentially be a viable alternative for local access to the Evolution Plan site. As part of the US 101 / SR 134 / SR 170 interchange PSR being prepared, NBCU should analyze whether modifications are needed at this ramp and if necessary include such modifications in the PSR.

Westbound SR 134 Forest Lawn Off Ramp – The project proposes installation of a traffic signal and widening at the off-ramp intersection. In order to address potential queuing along SR 134, it is requested that the project provide sufficient storage between Zoo Drive and Forest Lawn, which may result in an auxiliary lane.

Caltrans also requests that a PSR be completed for any proposed and/or physical improvements that serve to mitigate the impacted segments and on/off ramps.

The US 101 is a significant artery in our region and Caltrans looks forward to working with NBCU to bring improvements to this corridor. If you have any questions, please feel free to contact me at (213) 897-0362. Thank you for the opportunity to comment on the Evolution Plan DEIR.

Sincerely,

JAMES J. McCARTHY
Deputy District Director
Planning, Public Transportation
& Local Assistance

cc: Thomas Smith, NBCU
Scott Morgan, State Clearinghouse

State of California – Th atural Resources Agency
DEPARTMENT OF FISH AND GAME
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
www.dfg.ca.gov

EDM D G. BROWN, Jr., Governor
JOHN MCCAMMAN, Director

Letter No. 15

RECEIVED
FEB 01 2011
BY: Msalazar

January 27, 2011

Jon Foreman - Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: CEQA Filing Fee No Effect Determination

Dear Mr. Foreman:

Thank you for your submittal of the CEQA document (Environmental Impact Report) and the extension of the public review period for the NBC Universal Evolution Plan project.

The Department of Fish and Game (Department) has determined that the project is not eligible for a no effect determination. Based on the documentation we have reviewed for the proposed project, the Department has determined that, for purposes of the assessment of CEQA filing fees [Fish and Game Code Section 711.4(c)], the project may or has the potential to affect fish and/or wildlife[1] (grading/ground disturbance and tree removal [California Code of Regulations, Title 14, §753.5(d)(2) and (3)]). Therefore, a CEQA filing fee of $2,839.25 for a Environmental Impact Report must be paid for the project upon filing of the Notice of Determination with the County Clerk (check made payable to the appropriate county clerk). In addition, the County Clerk may charge a processing fee.

A copy of the applicable statue and regulations are available on the Department web site (http://www.dfg.ca.gov/habcon/ceqa/ceqa_changes.html). Please contact me at (858) 467-4281 if you have any questions regarding this decision.

Sincerely,

Leslee Newton-Reed
Environmental Scientist

[1] Fish and Game Code Section 711.2(a) For purposes of this code, unless the context otherwise requires, "wildlife" means and includes all wild animals, birds, plants, fish, amphibians, reptiles, and related ecological communities, including the habitat upon which the wildlife depends for its continued viability.

Letter No. 16

Jon Foreman <jon.foreman@lacity.org>

Case Number ENV-2007-0254-EIR - Metropolitan Water District Comments on NBC Universal Evolution DEIR

Meisler,Marty <mmeisler@mwdh2o.com> **Thu, Feb 3, 2011 at 5:46 PM**
To: "Jon.foreman@lacity.org" <Jon.foreman@lacity.org>

Dear Mr. Foreman,

Metropolitan Water District's comments on the NBC Universal Evolution Plan Draft EIR are attached for your consideration.
If you have any questions, please contact me via email or at (213) 217-6364.

Thank you.
Marty Meisler, Ph.D.
Senior Environmental Specialist
Environmental Planning Team
Metropolitan Water District of Southern California
(213) 217-6364

4 attachments

NBC Universal MWD comments.pdf
132K

Santa Monica Feeder map.pptx
972K

NBC_Universal_Evolution_Plan.pdf
872K

Substructure Guidelines.pdf
1126K

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

Office of the General Manager

February 3, 2011 **Via E-Mail and Federal Express**

Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Jon.foreman@lacity.org

Dear Mr. Foreman:

NBC Universal Evolution Plan Draft EIR (EIR Case No. ENV-2007-0254-EIR)

The Metropolitan Water District of Southern California (Metropolitan) reviewed the Draft Environmental Impact Report (DEIR) for the proposed NBC Universal Evolution Plan (Project). The Project includes the development of an approximately 391-acre site located in the east San Fernando Valley near the north end of the Cahuenga Pass. This letter contains Metropolitan's response to the DEIR as a Responsible Agency.

According to the DEIR, water service is currently provided to the proposed Project Site by the Los Angeles Department of Water and Power (DWP), which is a member agency of Metropolitan. The proposed Project, alternatives, and proposed scenarios for detachment/annexation of land between the city and county of Los Angeles, all anticipate continued water supply service to be provided by DWP. *See, e.g.*, DEIR § L.2 Utilities--Water. The estimated increases in potable water consumption for the Project range from 1,200 to 2,200 acre feet per year (DEIR at page 1876). The Project proponent also discusses plans to attempt to mitigate impacts to imported water supplies from DWP (and presumably Metropolitan) through future development of recycled water and the acquisition of adjudicated water rights from the Central and West Coast Basins to the extent these rights are available (DEIR at pages 1872-1877).

Because the Project Site is not currently annexed to Metropolitan's Service Area, Metropolitan is concerned about increases in supply to this area without annexation. While the DEIR discusses the possibility of some partial annexation to the City of Los Angeles (DEIR at page 284), there is no mention of any intention to annex to Metropolitan. Any use of or benefit provided from Metropolitan's imported supplies either directly or indirectly to the Project Site will require annexation.

The Project site is located in a "window" area, a currently unannexed portion completely surrounded by Metropolitan's service area (please see attached map). Under Metropolitan's Administrative Code Section 3104(b), "water sold and delivered by the District shall not be used in any manner which intentionally or avoidably results in the direct or indirect benefit of areas outside the District including use of such water outside the District or use thereof within the District in substitution for other water used outside the District." *See also* MWD Admin. Code § 4509 ("insur[ing] that water served by the District is not used for the direct or indirect benefit of areas outside the District"). In this case, Universal City and DWP both directly and indirectly benefit from Metropolitan's imported supplies. Metropolitan supplies are used to offset and reduce impacts to DWP's water supplies and local groundwater supplies used at Universal City. But for Metropolitan's imported supplies, local supplies would be reduced proportionally. DWP and other local suppliers have similar supply restrictions. *See, e.g.*, LA City Charter § 67 & DWP Rule 3(A)(5) (prohibiting use of water outside the city unless it is surplus and not required for any use in the city).

Accordingly, annexation to Metropolitan and a member agency will be required to obtain water service for the proposed Project. Based on the Project location, several options are available to the Project proponent with respect to which of Metropolitan's member agencies they may annex to, including: (1) City of Los Angeles, (2) City of Burbank, or (3) West Basin Municipal Water District. As this would be a discretionary approval by Metropolitan and its member agencies, we request that the Final EIR describe the need for annexation and identify Metropolitan as a Responsible Agency that will need to rely upon the Final EIR for that approval. Please contact Ethel Young at (213) 217-7677 for information on Metropolitan's annexation process.

Additionally, Metropolitan owns and operates a pipeline adjacent to the boundaries of the proposed project location. Metropolitan's Santa Monica Feeder pipeline is a 42-inch precast concrete pipe that runs along Barham Boulevard on the east side of the Project. Metropolitan also has a Permanent Easement located in the northeast corner of the site at Gate Four. Please see the attached map for the locations of Metropolitan's pipeline alignment.

Metropolitan is concerned with potential impacts to these pipeline facilities that may result from future excavation, construction, utilities, or any redevelopment activities under the proposed Project. Development and redevelopment associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and /or easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to further coordination on this Project. If you have any questions, please contact Dr. Marty Meisler at (213) 217-6364.

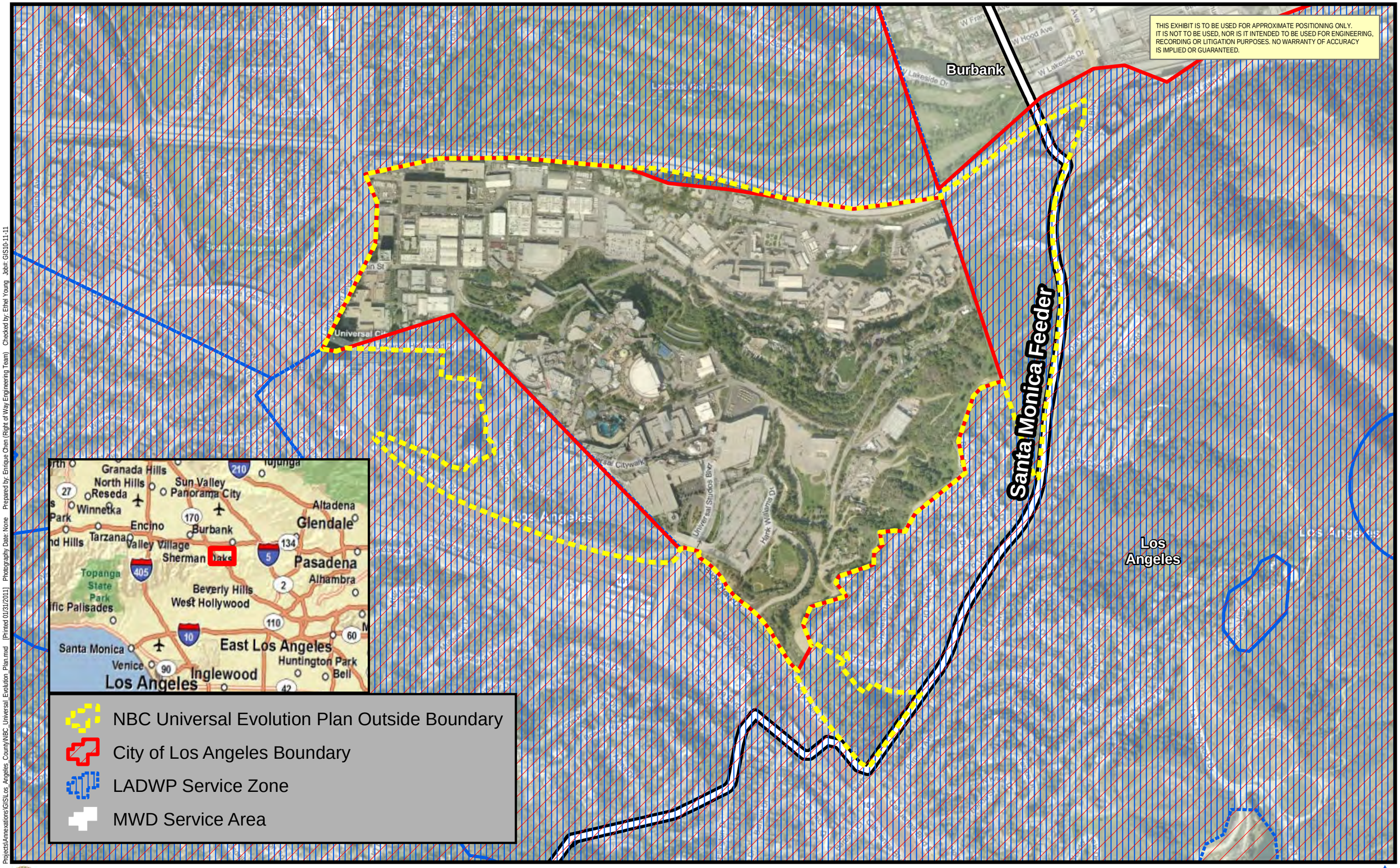
Very truly yours,

John Shamma

John Shamma
Manager, Environmental Planning Team

WF/wf
(J:\Environmental-Planning Compliance\Completed Jobs\January 2011\EPT Job No. 2011020107)

Enclosures: NBC Universal Evolution Plan Map
Santa Monica Feeder Map
Guidelines



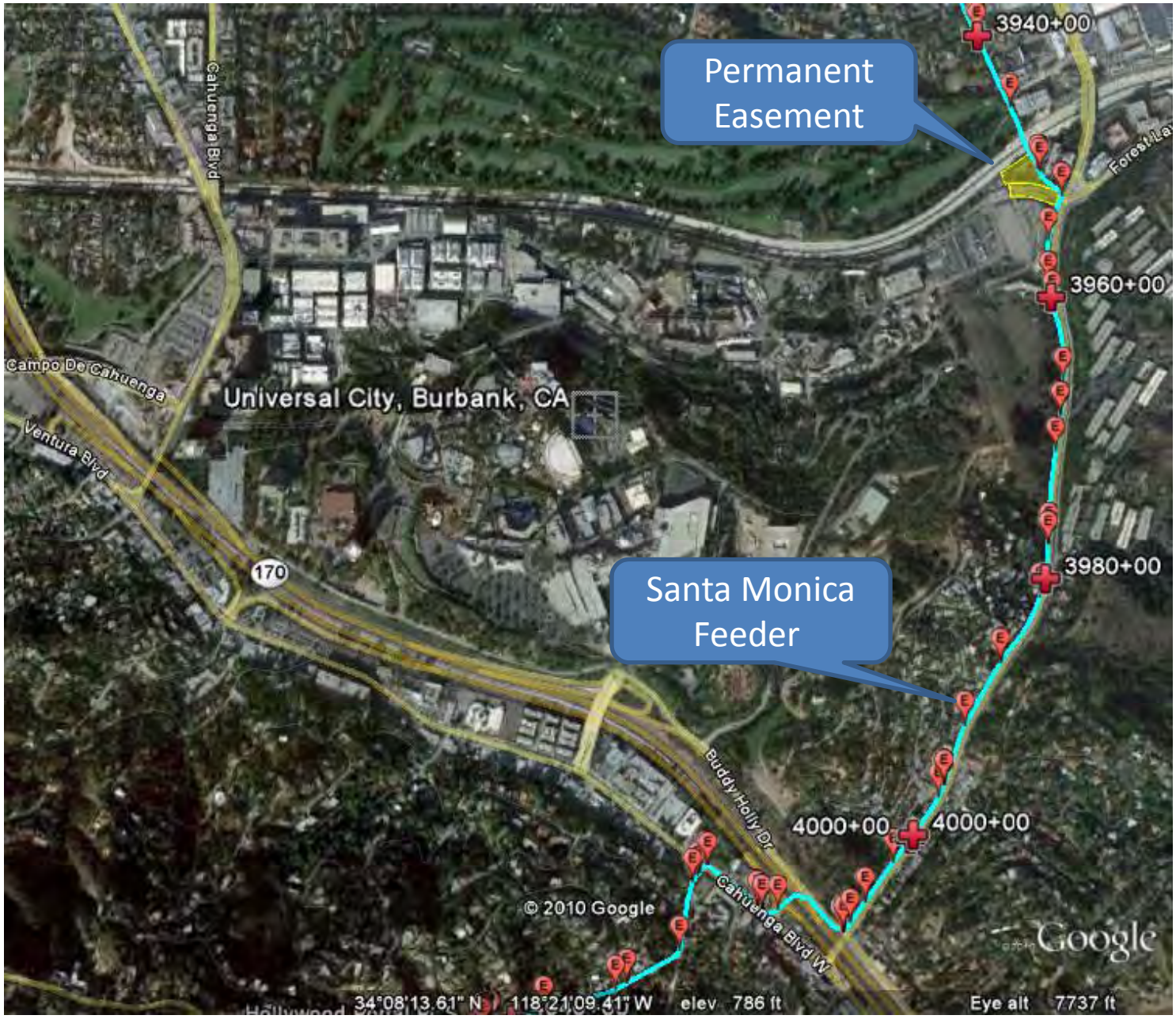
Projects\Annexations\GIS\Los_Angeles_County\NBC_Universal_Evolution_Plan.mxd [Printed 01/31/2011] Photography Date: None Prepared by: Enrique Chen (Right of Way Engineering Team) Checked by: Ethel Young Job#: GIS10-11-11

The Metropolitan Water District of Southern California
Corporate Resources Group

NBC Universal Evolution Plan

Jurisdictional Boundaries

Santa Monica Feeder



Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. <u>Fencing</u>

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. <u>Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets</u>

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of- way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assists others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED _____ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _____ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _____ of Metropolitan's Operations Services Branch, telephone (213) 250-____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. <u>When Environmental Documents Have Been Prepared</u>

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. <u>Metropolitan's Plan-Review Cost</u>

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. <u>Caution</u>

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

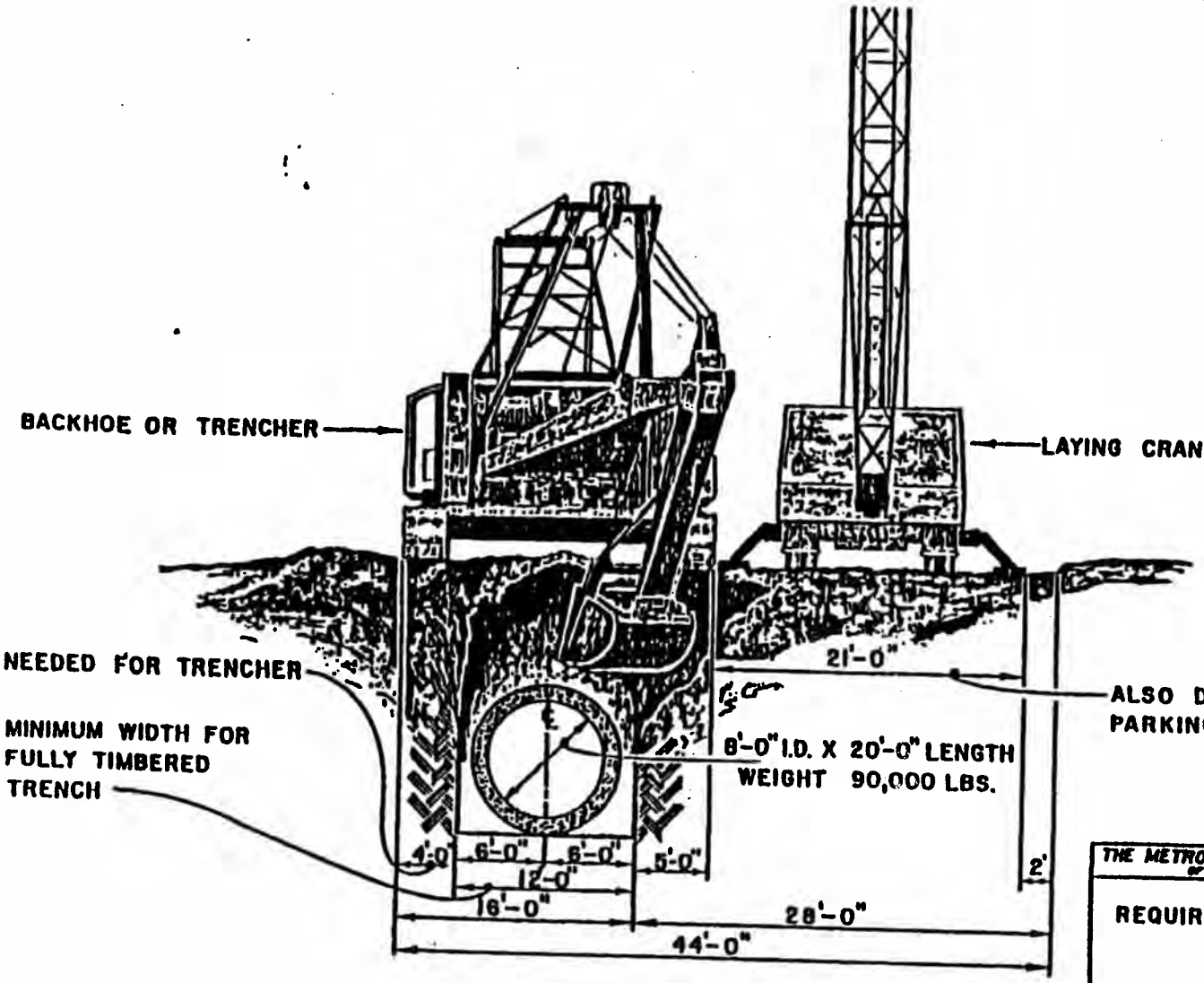
Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

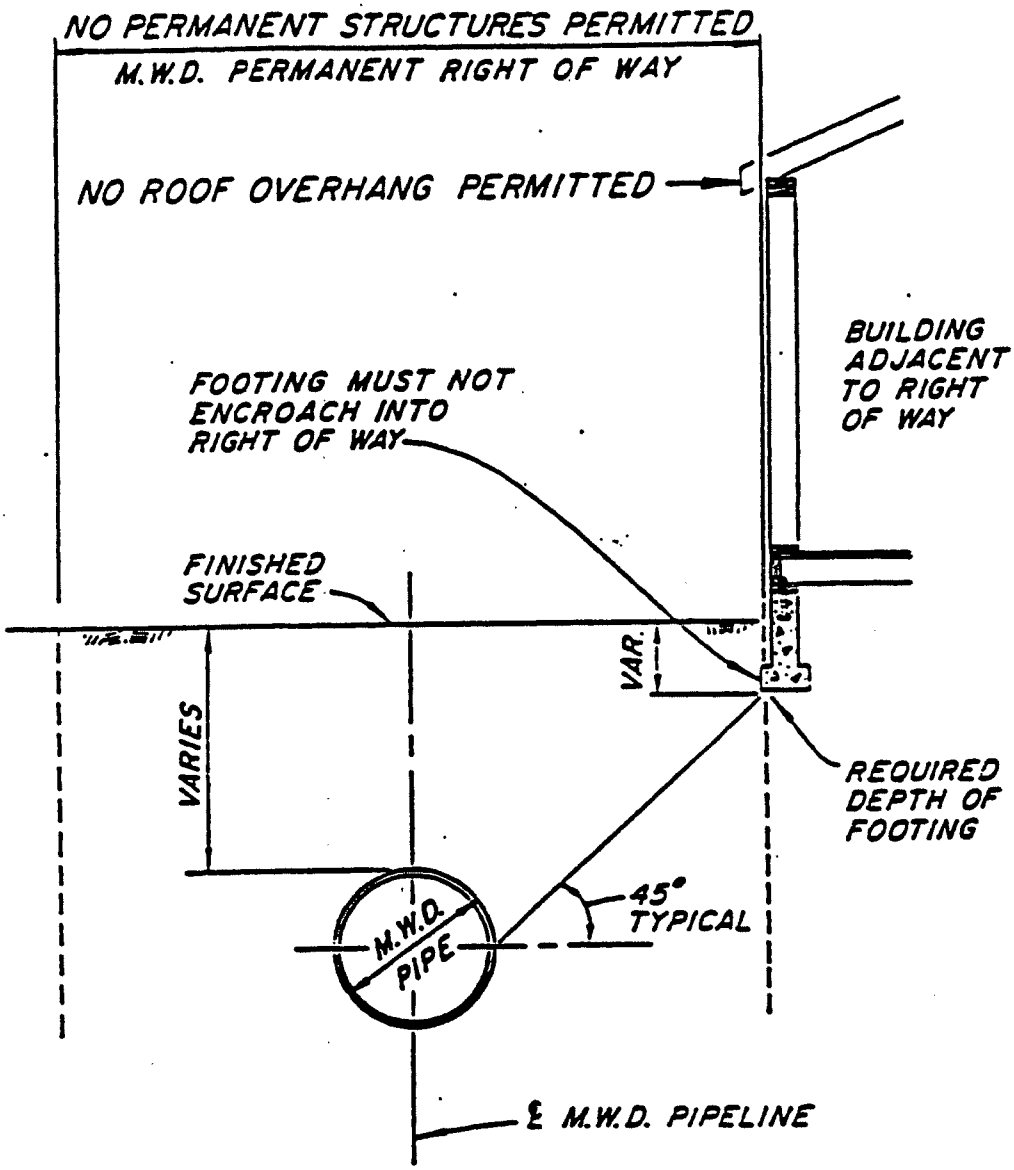
REQUIRED CONSTRUCTION WIDTHS

DRAWN..... RECOMMENDED.....
TRACED..... APPROVED.....
CHECKED.....

FIGURE 1

FORM NO 30 S 1000 11-60 P.O. NO. 60-5507

11-60 DIETERICH-POST CLEARPRINT 1020



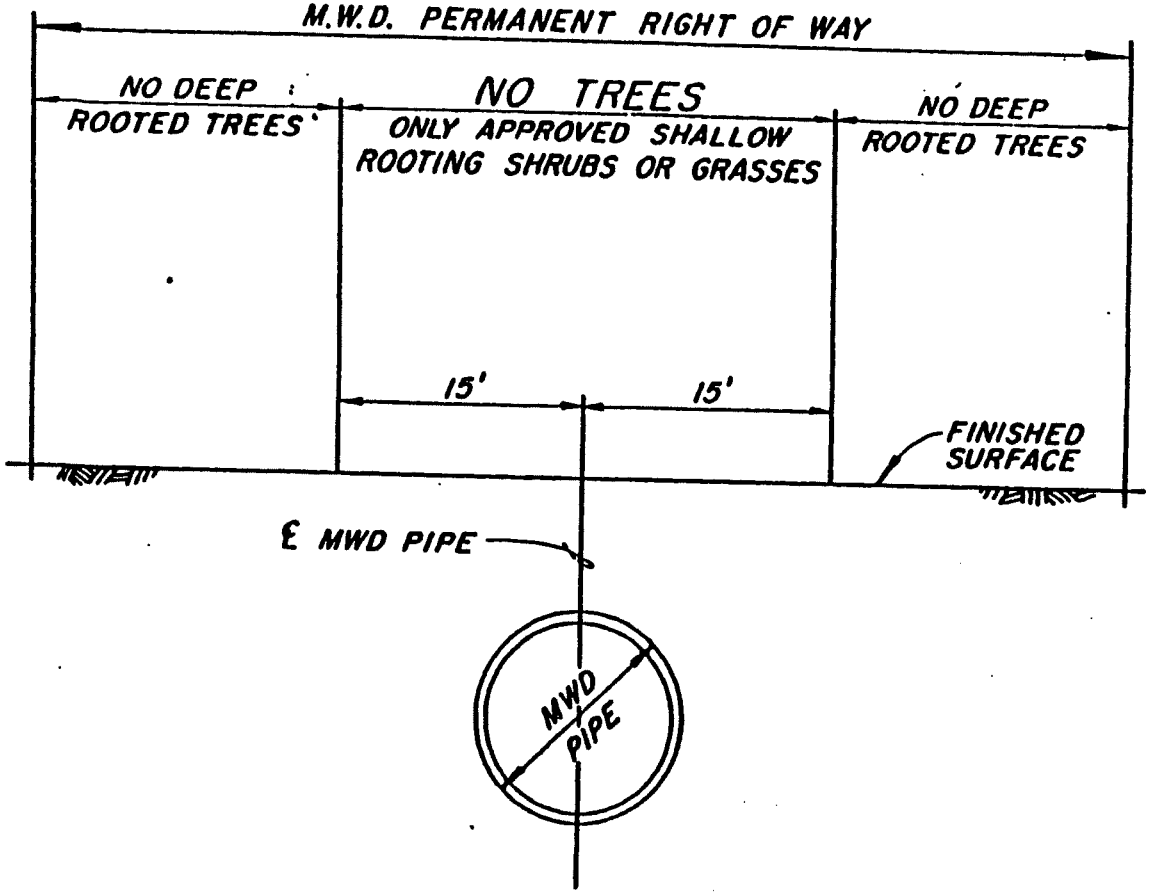
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY

DRAWN ____ RECOMMENDED ____
TRACED ____
CHECKED ____ APPROVED ____

FIGURE 2



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES FOR M.W.D. RIGHT OF WAY

DRAWN..... RECOMMENDED.....
TRACED..... .....
CHECKED..... APPROVED.....

FIGURE 3

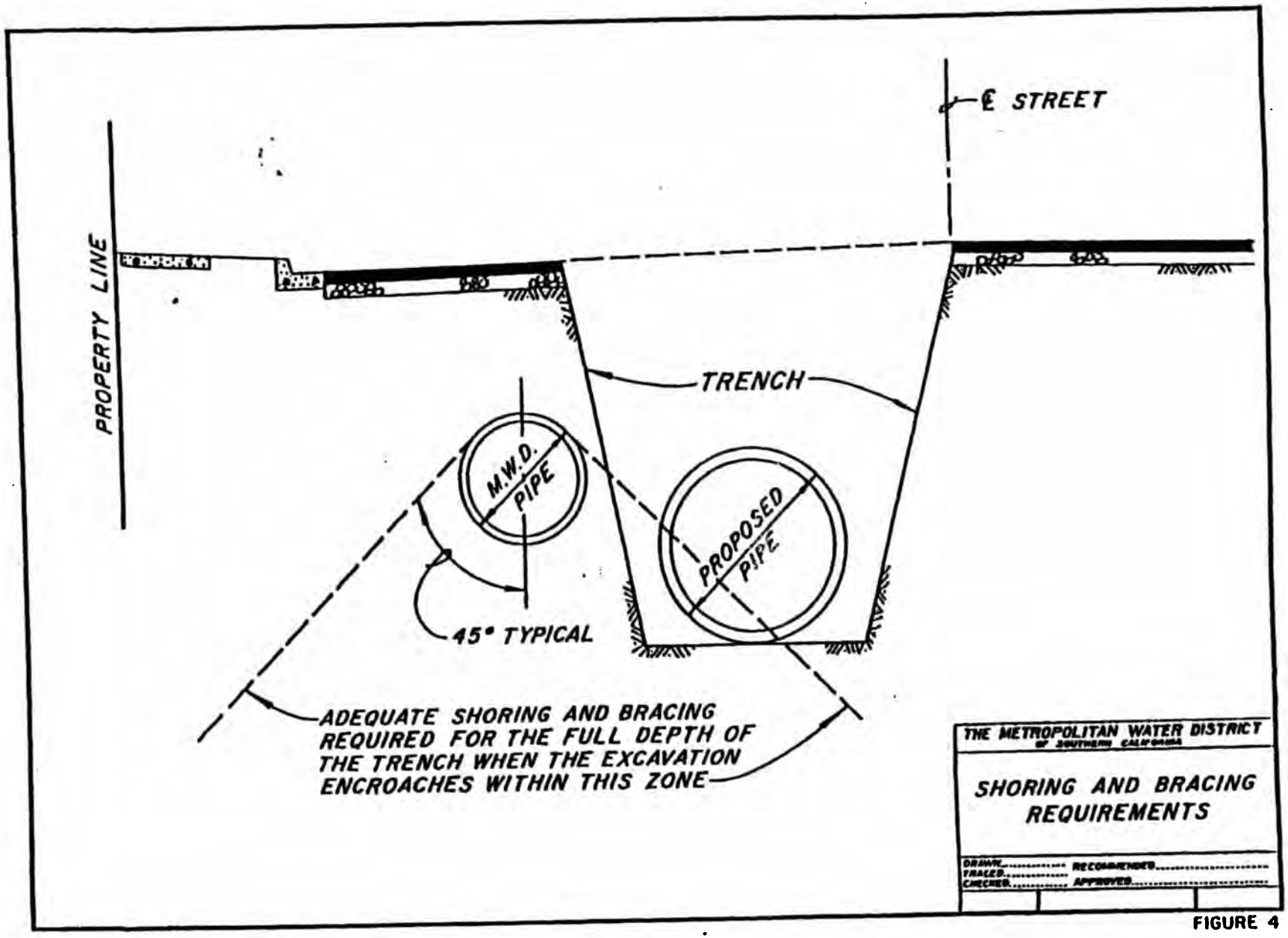
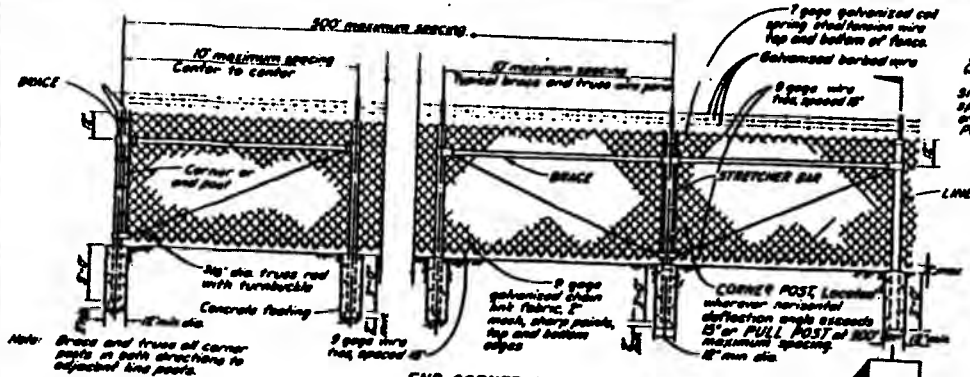
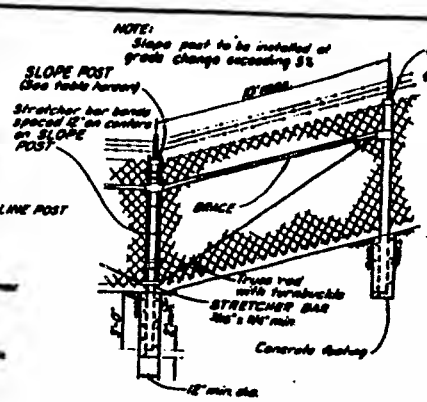

℄ STREET
PROPERTY LINE
TRENCH
M.W.D. PIPE
PROPOSED PIPE
45° TYPICAL
ADEQUATE SHORING AND BRACING REQUIRED FOR THE FULL DEPTH OF THE TRENCH WHEN THE EXCAVATION ENCROACHES WITHIN THIS ZONE
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
SHORING AND BRACING REQUIREMENTS
DRAWN
TRACED
CHECKED
RECOMMENDED
APPROVED

FIGURE 4

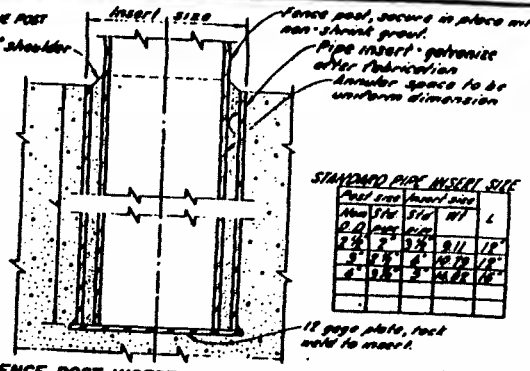
SPECIFICATIONS NO. SHEET NO.



END, CORNER, AND PULL POST BRACING
(Not to scale)



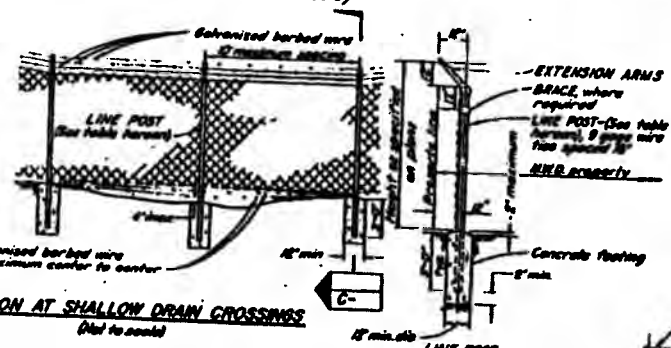
TYPICAL FENCE ON SLOPE
(Not to scale)



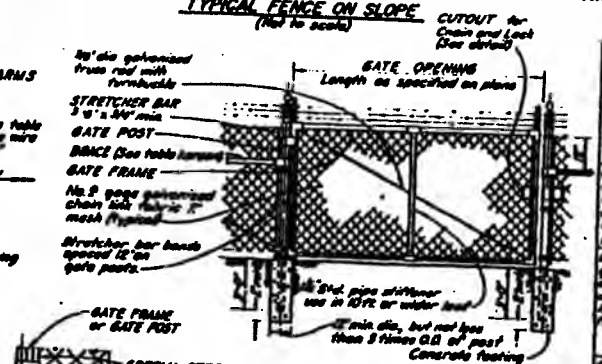
STANDARD PIPE INSERT SIZE

Post size	Insert size		
Nom O.D.	Size pipe	Size pipe	WT	L
2½	2"	2½"	0.11	12"
3	2½"	3"	0.12	12"
4	3½"	3"	0.12	12"

FENCE POST INSERT FOR CONCRETE WALL AND CONCRETE CURB
(Not to scale)

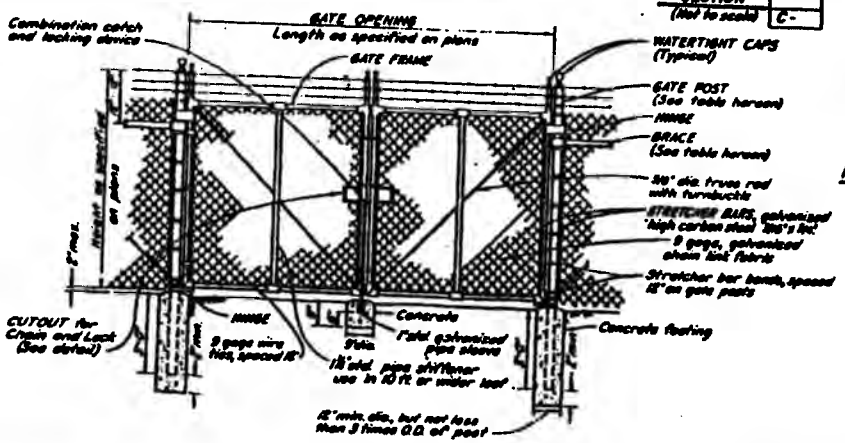


ELEVATION AT SHALLOW DRAIN CROSSINGS
(Not to scale)



SINGLE SWING GATE DETAIL
(Not to scale)

DETAIL OF CUTOUT FOR CHAIN AND LOCK
(Not to scale)



DOUBLE SWING GATE DETAIL
(Not to scale)

Use	Type	Nominal Size (Inches)	Actual O.D. (Inches)	Weight per foot (Pounds)
End, corner, slope, pull and gate posts for single gates 8 feet or less in width and double gates 16 feet or less in width for chain link fabric 72 inches or higher	Pipe	2½	2.875	3.76
End, corner, slope, pull and gate posts for single gates 8 feet or less in width and double gates 16 feet or less in width for chain link fabric less than 72 inches height	Pipe	2	2.375	3.65
Gate posts for single swing gates over 8 feet but not over 13 feet in width and double swing gates over 16 feet but not over 26 feet in width.	Pipe	3½	4.000	9.11
Gate posts for single swing gates over 13 feet but not over 18 feet in width and double swing gates over 26 feet but not over 36 feet in width.	Pipe	6	6.625	18.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 36 feet in width	Pipe	8	8.625	24.70
Line posts for chain link fabric 72 inches or higher	Pipe	2	2.375	3.65
	H-Section	1¾x1¾		4.10
Line posts for chain link fabric less than 72 inches in height	Pipe	1½	1.900	2.72
	H-Section	1¾x1¾		2.90
Braces	Pipe	1½	1.900	2.72
	H-Section	1¾x1¾		2.90
Hinges for gates	Pipe	1½	1.900	2.72
Stiffeners for gates	Pipe	1½	1.900	2.72

GENERAL NOTES

1. All ferrous parts and materials shall be galvanized after fabrication
2. Adjustable tighteners shall be turnbuckle or equivalent, having minimum 6" take-up
3. Extension arms for barbed wire shall be steel, malleable iron or wrought iron and shall be attached to the top of the post with a ½ inch round head rivet. The extension arms shall carry three wires each at approximately 6 inch centers in a plane approximately 45° from the vertical.
4. All gate hinges shall be heavy duty malleable iron or steel, industrial service type, 270 degree swing, of approved quality and design.
5. Secure cap to post with ½ inch round head rivet

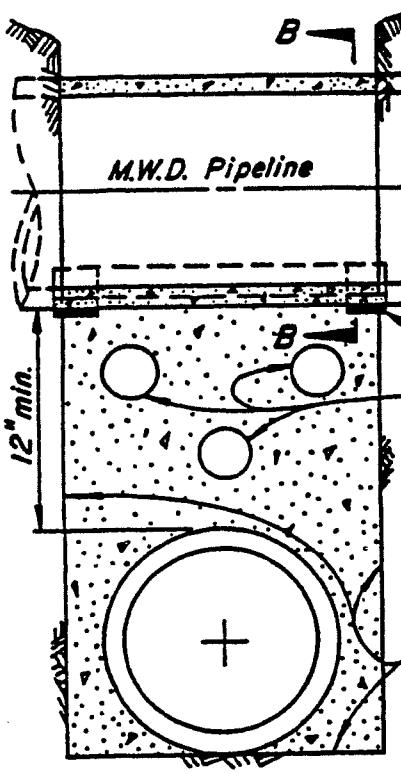
NO.	DATE	DWN.	CKD.	REVISION	BY	APV.

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA
DISTRIBUTION SYSTEM

CHAIN LINK FENCE DETAILS

DESIGNED
DRAWN
CHECKED
APPROVED
WORK ORDER NO.
SOK APPROVED

REVISIONS, COORDINATION CHECKS					
DRAWING RELEASE	HDQ.	DRAFT	E.E.	DIV.	SPECS.	DATE
INTERSECTIONAL COORDINATION CHECKS					

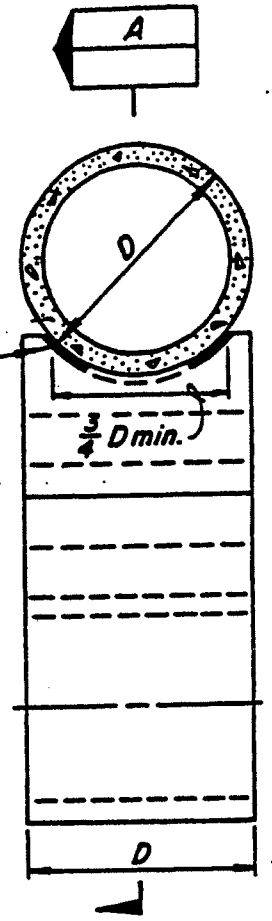


SECTION "A-A"

$\frac{3}{4}$" x 6" premolded expansion joint filler

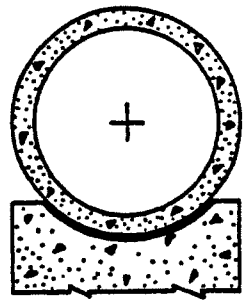
Apertures as directed by the Engineer, total volume not to exceed $\frac{1}{2}$ the volume of the supporting wall

Concrete support wall to be placed against undisturbed ground



CROSS SECTION

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



SECTION "B-B"

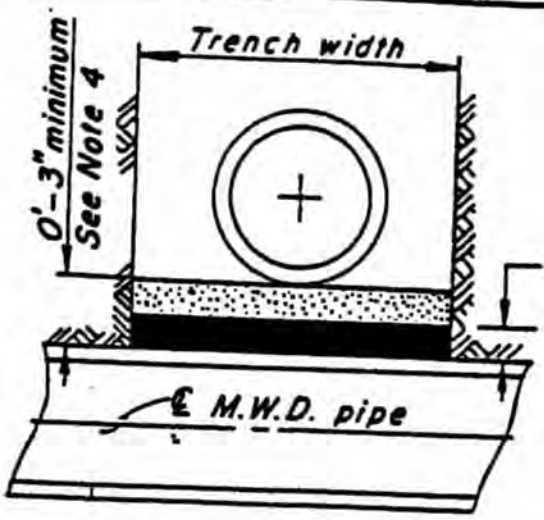
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL SUPPORT FOR M.W.D. PIPELINE

DRAWN ____ RECOMMENDED ____
TRACED ____
CHECKED ____ APPROVED ____

C-9547

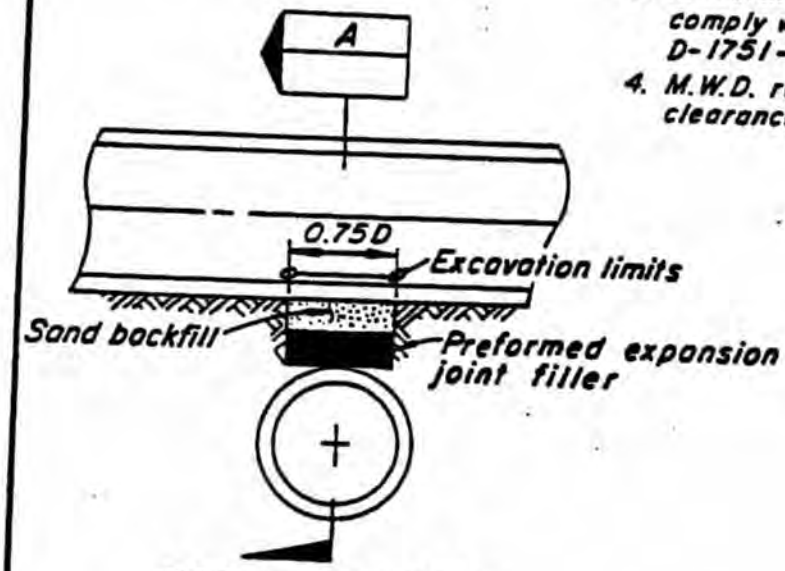
11-67 DIETERICH-POST CLEARPRINT 1022



SECTION A

NOTES

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.



CROSS SECTION

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVERCROSSING OF M.W.D. PIPELINE

DRAWN _____ RECOMMENDED _____
TRACED _____
CHECKED _____ APPROVED _____

C-11632

11-67 DIETERICH-POST CLEARPRINT 1020

Letter No. 17

Jon Foreman <jon.foreman@lacity.org>

Conservancy's comments regarding NBC Universal Evolution DEIR

1 message

Eric Bruins <eric.bruins@mrca.ca.gov> **Tue, Jan 25, 2011 at 1:43 PM**
To: jon.foreman@lacity.org
Cc: mayor@lacity.org, zev@bos.lacounty.gov, councilmember.reyes@lacity.org, councilmember.Krekorian@lacity.org, councilmember.zine@lacity.org, councilmember.labonge@lacity.org, paul.koretz@lacity.org, councilmember.cardenas@lacity.org, councilmember.alarcon@lacity.org, councilmember.parks@lacity.org, Jan.Perry@lacity.org, councilmember.wesson@lacity.org, councilman.rosendahl@lacity.org, councilmember.smith@lacity.org, councilmember.garcetti@lacity.org, councilmember.huizar@lacity.org, councilmember.hahn@lacity.org, Carol Armstrong <carol.armstrong@lacity.org>, michelle.mowery@lacity.org

Please find attached the Santa Monica Mountains Conservancy's comments regarding the DEIR for the NBC Universal Evolution project.

Thank you,

Eric Bruins

Mountains Recreation and Conservation Authority

5810 Ramirez Canyon Road, Malibu, CA 90265

310-589-3230 ext. 125 eric.bruins@mrca.ca.gov

1-24-11 Item 11(a) Comment Letter.pdf
73K

STATE OF CALIFORNIA–THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

SANTA MONICA MOUNTAINS CONSERVANCY
RAMIREZ CANYON PARK
5750 RAMIREZ CANYON ROAD
MALIBU, CALIFORNIA 90265
PHONE (310) 589-3200
FAX (310) 589-3207

January 24, 2011

Mr. Jon Foreman
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, California 90012

NBC Universal Evolution Plan
Draft Environmental Impact Report
SCH No. 2007071036

Dear Mr. Foreman:

The Santa Monica Mountains Conservancy (Conservancy) is responsible for open space planning in the Santa Monica Mountains Zone, which abuts the subject project on its southwest and southeast sides. Along with our joint powers partner, the Mountains Recreation and Conservation Authority (MRCA), the Conservancy is one of the principal agencies involved with the revitalization of the Los Angeles River. As part of a regional growth management strategy, the Conservancy is generally supportive of infill development that accommodates residential and commercial uses in already urbanized areas. The Universal City site is ideal due to its proximity to existing transportation infrastructure (Metro Red Line and Hollywood Freeway) and status as a regional jobs center. However, the Conservancy strongly objects to two major configurations of the project footprint.

The first major objection is the proposed project's treatment of the Los Angeles River corridor. Without substantial changes, the project is inconsistent with the County LA River Master Plan, City LA River Revitalization Master Plan, adopted City Bicycle Transportation Account compliance document, and draft City and County Bicycle Plans. The project would create an unnecessary gap in the City and County's vision for a 51-mile greenway along the river corridor and compromise this strategic vision for watershed sustainability.

The second major concern is the lack of meaningful open space preservation along the project's southern boundary. The project retains little to no natural topography or open space capable of supporting native wildlife. By allowing conflicting uses in proposed open space districts, even the minimal acreage offered fails to protect biological resources.

As detailed below, the proposed project fails to meet goals and objectives of multiple applicable City and County plans. The applicant must revise the proposal to attain consistency with these plans. Doing so will likely change the nature of the proposed project significantly, potentially requiring a recirculated Draft Environmental Impact Report (DEIR) to adequately analyze the impacts of the revised project, particularly in relation to the Los Angeles River. It is unfortunate that the applicant did not address these issues satisfactorily to avoid these circumstances.

Inappropriate Treatment of Los Angeles River Corridor

The current proposal turns its back on the river and precludes public access to this regional resource. While recognizing the design constraints due to the existing site layout, the applicant did not adequately consider implementation of the river greenway. The very language of the environmental document denigrates the efforts of the community groups, civic leaders, and public agencies that have invested in the river corridor. In deference to the revitalization efforts, the Los Angeles River should be referred to as just that, and not the "Los Angeles River Flood Control Channel" as used throughout the DEIR.

Along these same lines, although the proposed Trailhead Park is a genuinely good idea, its name connotes the idea that the Los Angeles River Greenway terminates there, rather than it being a node for local nonmotorized access to the river path. The proposed park does not magically replace the need for regional bicycle mobility, which can only be provided by a grade-separated, continuous bike path along the river, as envisioned in both the County's LA River Master Plan and the City's LA River Revitalization Master Plan. As proposed, Trailhead Park is just an amenity for Universal City residents with secondary value for greenway users.

Bicycle Access and Circulation Inadequately Detailed

The proposed internal network for bicycle circulation is too vague for the public to understand what is actually being proposed. The DEIR regularly confuses bike paths and lanes, with no defined standards for either. Given that the applicant proposes to replace a significant section of Class I grade-separated bike path with an undefined combination of Class II bike lanes and circuitous at-grade paths, these distinctions are essential for evaluating the project's merits. The Conservancy would not ordinarily be concerned with this level of detail, however since the applicant intends to substitute this internal network for a section of regionally planned greenway, the quality of this infrastructure becomes

critical for the overall success of river revitalization. Phrases in the DEIR such as "improved crosswalks and landscaping buffers where feasible" do not demonstrate any underlying knowledge of or commitment to nonmotorized transportation. To ensure consistency with the draft City of LA Bicycle Plan, the proposed bicycle network must be reviewed and approved by the LA Department of Transportation Bicycle Program, preferably with staff time paid for by the applicant.

Even if the internal network provides adequate access to destinations within the project boundary, as proposed the bicycle path (or lanes) fails to even complete a connection to the river greenway on the west side of the project. Thus, the applicant's proposed replacement for the riverfront path is not even continuous on the western end. The detour would add approximately one mile to through bicycle and pedestrian trips, discouraging the use of these modes for utilitarian trips. Furthermore, the detour would add at least six crossings of high-traffic streets in less than two miles, each exposing vulnerable users to vehicular conflicts and increasing travel times for nonmotorized modes. Landscaping buffers and enhanced crosswalks do not reduce the frequency of turning conflicts. Any one of these effects could be considered a significant impact; the cumulative effect decreases the safety, efficiency, and continuity of nonmotorized travel called for by multiple City and County plans and eviscerates the vision of the two river master plans. The only feasible course of action is to implement the plans' clear intent to construct a continuous greenway along the length of the river corridor, which could include crossing the river.

NBC Universal Must Implement Relevant Portions of LARRMP

The Conservancy further asserts that implementation of the greenway should be a condition of approval for both the City and County's discretionary actions. There is ample nexus to require such a condition to ensure consistency with adopted plans. In particular, two discretionary actions are directly linked to greenway implementation.

First, the project's proposed continued lease of the County-owned River Road should only be permitted if this lease is compatible with the construction of a multi-use trail along this same river reach. The studios currently lease access rights along the County's access road for internal circulation of studio vehicles. The compatibility of this lease agreement with public river access must be evaluated. Renewing the lease without allowing public access would violate multiple adopted plans. Studio use of the County asset would only be consistent with the relevant plans if the public riverfront trail is constructed and maintained by the applicant.

Second, the removal of the East-West Road from the County General Plan eliminates the most direct route for non-motorized travel from Forest Lawn Drive to Lankershim Boulevard. As previously mentioned, elimination of this direct route adds a mile to all nonmotorized trips, a significant deterrent to utilitarian travel. Understandably, the applicant is seeking to avoid the demolition of multiple studio buildings that would be required if the road were constructed. Fortunately, completion of the LA River Greenway through this corridor would retain the planned direct route for nonmotorized travel while only detouring motorized travel, for which a one-mile detour is less than significant. If the East-West Road were constructed as part of the proposed project, the applicant would be responsible for the entire cost of roadway construction. Therefore, amendment of the County General Plan to remove the East-West Road should only be approved with the condition that the LA River path be fully constructed by the applicant.

The Los Angeles River Revitalization Master Plan is a policy document adopted by the City Council. Proposed projects are required to be consistent with this document to not have significant land use impacts. As proposed, the project does not meet the plan's goals and objectives to increase public access to the river and activate properties along the riverfront. The plan addresses issues including building façades, lighting, views, shade, human scale, and wayfinding. The DEIR is deficient for not analyzing the compatibility of adjacent studios with these design features and proposing appropriate mitigation.

In addition, the Revitalization Master Plan proposes specific projects along the length of the river. Implementation of these river projects would mitigate the proposed project's impacts on the river corridor. The projects below are wholly located on land controlled by the City, County, or the applicant and immediately adjacent to the applicant's project area. The listed projects would add considerable value to the proposed project and could be seamlessly incorporated into planned improvements:

- Cahuenga to Headworks River Greenway (south side), Project #109
- Lankershim Boulevard Arterial Green Street, Project #106
- Lankershim Boulevard River Bridge, Project #107
- Lankershim Boulevard and Cahuenga Boulevard Enhanced Intersection, Project #108
- Weddington Park to Riverside Drive (by Forest Lawn) River Greenway (north side), Project #105

The first project (#109) is essential for plan consistency and, as previously mentioned, must be incorporated as a mitigation measure. A preliminary engineering and feasibility study should be included with the Final EIR, with construction of the bikeway occurring during the first phase of residential development. The last project (#105) may be analyzed as an alternative to this project provided that it is continuous with planned path extensions to the east and west. This would likely entail two river crossings (east and west) to connect with path segments on the south side of the river. Projects must be designed to be compatible with eventual channel restoration.

The three projects along Lankershim Boulevard must be incorporated into traffic mitigation measures. Like other improvements along Lankershim Boulevard, proportional costs may be split with the Metro Universal project as appropriate. Incorporation of green street features on Lankershim Boulevard will be cost effective if designed and implemented in conjunction with other planned improvements.

All projects should be coordinated with the Bureau of Engineering's River Projects Office to ensure consistency with other planned and ongoing improvements in the corridor.

Project Threatens Wildlife Connectivity Through Cahuenga Pass

Aside from impacts to the Los Angeles River, the Conservancy is concerned with indirect impacts to wildlife connectivity through Cahuenga Pass. Currently, mobility through the pass is greatly limited by the Hollywood Freeway and parallel infrastructure. To the east, Griffith Park is a large enough habitat block to sustain populations of some mammals, including mule deer, coyotes, bobcats, and grey foxes. However, these populations are becoming genetically isolated as increasing traffic volumes all but preclude safe passage through Cahuenga Pass.

The proposed project would increase vehicular traffic on the Hollywood Freeway, with spillover traffic on Cahuenga Boulevard West and East. Increased traffic, particularly in the late night and early morning hours, will correspondingly increase wildlife mortality in this constrained passage. The DEIR is deficient for not addressing these impacts, despite the Conservancy's identification of the issue during scoping. The Final EIR must fully analyze these impacts and propose mitigation measures to improve successful wildlife movement over the Mulholland and Vine Street freeway bridges. Mitigation may include physical improvements to the crossings and/or acquisition of key bridge approach parcels by a public agency.

Inconsistent with Goals of Mulholland Scenic Parkway Specific Plan

The proposed project claims consistency with the Mulholland Scenic Parkway Specific Plan while exempting itself from the requirements of the plan. Aside from this prima facie contradiction, the standards that would be established by the applicant's proposed specific plan districts would be far less protective of visual resources. These specific concerns are outlined in greater detail below.

The Conservancy maintains that the applicant's request for exemption from the Mulholland Specific Plan is unwarranted and sets a bad precedent for other large projects in the Mulholland Corridor. In no case should the standards of the new specific plan district be less restrictive than that of the Mulholland Specific Plan. The Mulholland Specific Plan was created in 1992 after considerable outreach to the affected communities. The applicant is attempting an end-run around the Mulholland Specific Plan's stricter requirements for grading, signage, lighting, and uses . The City should see this for what it is and disallow it.

Inadequate Preservation of Open Space on Site

The Conservancy's response to the Notice of Preparation included a proposed open space area to be protected by a conservation easement or fee ownership by a public agency. The Conservancy reasserts that this same area must be permanent natural open space to mitigate the intensity of the proposed project. At first glace, the applicant's Open Space Districts 1 and 2 appear to partially reflect the Conservancy's recommendation. However, the applicant's open space proposal is deficient in multiple respects. First, the sheer size of the project warrants much greater open space area than the 29 acres proposed. (Open Space District 3 is not natural in character and is therefore not be included in this amount.) Second, and more important, the standards for the open space areas are extraordinarily permissive. In particular, Open Space District 2 would allow for signage, cell phone towers, maintenance sheds, public service facilities up to 20,000 square feet, utility infrastructure, and exotic plants. All of these uses detract from the character and benefit of the proposed open space.

What these districts lack is any assurance that they will provide habitat for native wildlife and an enforceable mechanism for protecting and restoring native plant communities. These districts must be strengthened and expanded to protect on-site biological resources. Trails are not incompatible with these objectives, but any more intense use of these areas greatly reduces their utility as habitat. Adequately constrained conservation easements in

favor of the Mountains Recreation and Conservation Authority would accomplish these resource protection goals while still permitting appropriate passive recreational use by residents and the public.

Proposed Project Would Impact Significant Visual Resources

In addition to the visual impacts as seen from Mulholland Drive, the project would substantially alter a key scenic resources as seen from the Hollywood Freeway. The hill southwest of Hollywood Manor is a significant visual resource for travelers and the community that retains native plant communities and good vegetative cover. The proposed project would construct housing on the summit of this hill and require extensive slope stabilization below, completely altering the character of the resource. Given that the proposed uses for this area are ancillary to the project as a whole, no development should occur in this area between Buddy Holly Drive and Blair Drive. The high-rise alternative does in fact avoid residential development of this area, demonstrating the feasibility of this request without compromising other project goals. This area should instead be protected by the above mentioned conservation easement and restored with native vegetation.

Please continue to send all future documentation to the letterhead address. Should you have any questions, contact Paul Edelman of our staff at (310) 589-3200 ext. 128.

Sincerely,

ANTONIO GONZALEZ
Chairperson

Letter No. 18

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan Project

Daniel Garcia <dgarcia@aqmd.gov> **Fri, Feb 4, 2011 at 6:09 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>
Cc: Angela Kim <akim@aqmd.gov>, Ian MacMillan <imacmillan@aqmd.gov>

Comments regarding the draft EIR for the NBC Universal Evolution Plan Project are attached to this email. Please be advised that you will also receive these comments via US Mail.

Regards,

Dan Garcia

Air Quality Specialist

Planning, Rule Development, and Area Sources

21865 Copley Drive

Diamond Bar, CA 91765-4178

P: (909) 396-3304

F: (909) 396-3324

EIRNBCUniversalEvolutionPlan.pdf
138K

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

E-Mailed: February 4, 2011
Jon.foreman@lacity.org

February 4, 2011

Mr. Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Review of the Draft Environmental Impact Report (Draft EIR) for the Proposed NBC Universal Evolution Plan

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final Environmental Impact Report (final EIR) as appropriate.

The AQMD staff is concerned that the proposed project places residential land uses approximately 200 feet from the 101 Freeway. The AQMD staff is specifically concerned about potential health risk impacts from toxic air pollutants emitted by the significant volume (i.e., 253,000 annual average daily trips) of traffic on the 101 freeway. Therefore, AQMD staff requests that the lead agency revise the Health Risk Assessment (HRA) to determine the potential health risk impacts to future sensitive receptors at the project site from the 101 freeway. Further, AQMD staff recommends that pursuant to Section 15370 of the California Environmental Quality Act (CEQA) Guidelines additional mitigation measures are considered to minimize the project's significant air quality impacts. Details regarding these comments are attached to this letter.

Pursuant to Public Resources Code Section 21092.5, AQMD staff requests that the lead agency provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan

Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

Attachment

IM:DG

LAC101103-05
Control Number

Health Risk Impacts

1. Based on the project description (i.e., chapter two) in the draft EIR the proposed project includes residential uses located approximately 200 feet from the 101 Freeway. Residential land uses are considered sensitive land uses[1], as a result, AQMD staff is concerned about the potential health risk impacts from toxic air pollutants emitted by the significant volume (i.e., 253,000 annual average daily trips)[2] of traffic on this segment of the 101 freeway. Therefore, the AQMD staff requests that the lead agency evaluate the cumulative health risk impacts to future sensitive receptors at the project site in the HRA. In the event that the HRA demonstrates significant health risk impacts the lead agency should provide mitigation that prohibits residential development within 500 feet[3] of the 101 freeway.

Mitigation Measures for Construction Air Quality Impacts

2. Given that the lead agency's construction air quality analysis demonstrates significant air quality impacts from NOx, CO, PM10, PM2.5 and VOC emissions the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15370. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.

   - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
   - Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
   - Reroute construction trucks away from congested streets or sensitive receptor areas,
   - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
   - Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
   - Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113,
   - Construct or build with materials that do not require painting,
   - Require the use of pre-painted construction materials,
   - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export),

[1] California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: http://www.arb.ca.gov/ch/landuse.htm
[2] Based on the 2009 traffic counts published by Caltrans. Accessed at: http://traffic-counts.dot.ca.gov/
[3] Based on the recommendations for siting new sensitive land uses on page four of the "Air Quality and Land Use Handbook: A Community Health Perspective."

- During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 2 emissions standards, or higher according to the following:

  ✓ Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

  ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. 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.

  ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. 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.

  ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

  ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

Mitigation Measures for Operational Air Quality Impacts

3. The lead agency's operational air quality analysis demonstrates significant air quality impacts from NOx, CO and VOC emissions. These impacts are primarily from an increase in mobile source emissions related to a significant increase of vehicle trips associated with the proposed project. However, the lead agency fails to adequately address this large increase in mobile source emissions and only requires nominal mitigation measures to address the project's mobile source emission reductions. Therefore, the AQMD staff recommends that the lead agency further reduce the project's significant air quality impacts by reviewing and incorporating the transportation mitigation measures in the greenhouse gas quantification report[4] that are not included the final EIR.

[4] California Air Pollution Control Officer's Association. August 2010. Quantifying Greenhouse Gas Mitigation Measures. Accessed at: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Letter No. 19

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan

Daniel Garcia <dgarcia@aqmd.gov> **Thu, Feb 3, 2011 at 11:14 AM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Mr. Foreman,

Regarding the NBC Universal Evolution Plan the South Coast Air Quality Management staff requests that your agency accept comments on the draft EIR up to Tuesday February 8, 2011 in order to allow us sufficient time to review the air quality modeling completed for the proposed project. We appreciate your consideration on this request. If you have any questions or concerns the appropriate contact information is enclosed.

Regards,

Dan Garcia

Air Quality Specialist

Planning, Rule Development, and Area Sources

21865 Copley Drive

Diamond Bar, CA 91765-4178

P: (909) 396-3304

F: (909) 396-3324

Letter No. 20

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan

2 messages

Daniel Garcia <dgarcia@aqmd.gov> **Tue, Jan 4, 2011 at 1:31 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Good Afternoon Mr. Foreman,

Unfortunately, due to the holiday schedule AQMD staff has not had sufficient time to review the draft EIR for the NBC Universal Evolution Plan, therefore, we request additional time to submit comments on the proposed project. If possible AQMD staff would like one additional week until Tuesday January 11, 2011 to submit comments on the proposed project. Further, could you please provide us with the tentative schedule for the project's public hearing process. We highly appreciate your time and attention to this matter.

Regards,

Dan Garcia

Air Quality Specialist

Planning, Rule Development, and Area Sources

21865 Copley Drive

Diamond Bar, CA 91765-4178

P: (909) 396-3304

F: (909) 396-3324

Daniel Garcia <dgarcia@aqmd.gov> **Tue, Jan 4, 2011 at 1:50 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Mr. Foreman,

Given that I recently received the notice of extension for public comment on the NBC Universal Evolution Plan Draft EIR please disregard my previous e-mail request. Thank you.

Dan Garcia

From: Daniel Garcia
Sent: Tuesday, January 04, 2011 1:31 PM
To: 'jon.foreman@lacity.org'
Subject: NBC Universal Evolution Plan

[Quoted text hidden]

Letter No. 21

Jon Foreman <jon.foreman@lacity.org>

SCE's Comments on the NBC Universal Evolution Plan Draft EIR

Gabrielle.Degange@sce.com <Gabrielle.Degange@sce.com> **Fri, Feb 4, 2011 at 5:12 PM**
To: jon.foreman@lacity.org

Please find attached SCE's comments on the DEIR for the NBC Universal Evolution Plan. If you have any questions, feel free to call me at 626 201-6985. Thank you.

Gabrielle De Gange
Local Public Affairs
Land Use/Environmental
Southern California Edison Company
Cell: 626. 201.6985
PAX 22481
PONY: GO1, Quad 4C, 472A

SCE NBC Universal DEIR Comment Letter.pdf
298K

2/9

SOUTHERN CALIFORNIA
EDISON®
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February 4, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Draft Environmental Impact Report (DEIR) for NBC Universal Evolution Plan

Dear Mr. Foreman:

The Southern California Edison Company (SCE) appreciates the opportunity to review and provide comment on the DEIR for the NBC Universal Evolution Plan. SCE has been working closely with the project proponent, Universal City Studios LllP, L.P., to plan electricity service for this project.

The project is described in the DEIR as a proposal for a mixed-use development consisting of approximately 1.83 million square feet of net new entertainment, studio, office, and related uses, including up to 500 hotel guest rooms and related hotel facilities. In addition, 2,937 residential dwelling units, 115,000 square feet of retail/commercial and up to 65,000 square feet of community serving land uses are proposed. The plan also includes the demolition of approximately 638,000 square feet of existing studio, office, and entertainment uses. The project is proposed to be developed in a number of phases, with construction anticipated to be concluded by 2030, depending upon market conditions. Annexations are proposed between Los Angeles County and the City of Los Angeles: approximately 76 acres (19 percent) of the project site are proposed to be annexed from the County into the City, and the City is detaching approximately 32 acres (8 percent) of the project site from the City's jurisdiction into the County.

The Project Scope includes SCE's facility upgrades necessary to serve the County portion of the proposed project under both the Annexation and No-annexation scenarios. Under the annexation scenario, SCE would be serving the County portion of the project site through the relocation and upgrade of the customer-dedicated Studio Master Substation, which includes the addition of a new 66 kV subtransmission line into the substation. Studio Master 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. Also, a new Applicant-owned and operated distribution substation east of the existing Studio Master Substation is proposed. In addition, there may also be a need for an SCE-owned distribution station located on-site.

Under the No -annexation scenario, in addition to the above, in order to serve the proposed mixed-use residential land uses on the east side of the project site remaining in the county, a new 16 kV distribution line from the MacNeil Substation to the project site,

along with associated infrastructure are proposed. In the event electricity is supplied to this area by SCE facilities other than the MacNeil Substation, a new substation may be required on the County portion of the project site to serve the new demand.
SCE's comments on the DEIR are to clarify and/or correct information pertaining to SCE's proposed electrical facilities necessary to support the project and to address the noise analysis as it pertains to SCE's scope of work.

Clarifications/Corrections to SCE Electrical Facilities Descriptions

1. Page 1933, first bullet, third sentence reads "...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..." To clarify, Universal Substation is an SCE Distribution Substation serving multiple customer accounts with different taxpayer IDs. Studio Substation is an SCE Customer Substation serving NBC Universal. Assuming annexation does not occur, SCE would expect to serve the new proposed residential and commercial load "within the County portion of the Project Site" from MacNeil Substation. Please correct this section as appropriate.

2. Page 1933, second bullet, states SCE would need an area for a new substation of up to approximately one acre. In fact, SCE would need an area from between 1-3 acres for a standard SCE substation. Depending on site conditions, one acre may be feasible, but would not be considered standard. Please revise this section.

3. Pages 1946 and 1947, Table 178, and pages 1949 and 1950, Table 182, indicate SCE is expected to see its base load grow by approximately 95,000 MVA. SCE's recent annual system peak demands have been on the order of 22,000 – 23,500 MVA. The DEIR projection represents an approximate 400% increase over 20 years or a 20% annual load growth across the SCE system. SCE estimates its base would grow by approximately 8,000 – 10,000 MVA, only. Please correct this section to include the revised estimate.

4. Page 1952, first paragraph, indicates Studio Substation would be connected to "Universal Substation via subterranean electrical lines." Connecting Studio Substation to Universal Substation would occur on SCE's 66 kV subtransmission system and not at the 12 kV distribution level. Please clarify this portion of the project description in the DEIR wherever it appears.

5. Page 1952, third bullet, should include in the MacNeil Substation improvement description the following additional electrical project elements; "new 66 kV breakers, switchrack, 66/16 kV transformers, a 16 kV switchrack, 16 kV capacitors, and 16 kV breakers would also likely need to be constructed at MacNeil Substation so that SCE could provide 16 kV distribution circuitry."

Please note, while the necessary station work would be performed within the existing fence, there is a residence immediately next door.

6. Page 1953, Project Design Feature L.4-9, reads "Install LEDs for traffic and street lighting." This may be accurate if the customer wants to sign up for LS-3 service, but may not be accurate if the customer wants SCE to own the streetlights. Please note this project characteristic and/or determine the customer's/lead agency's intent.

7. Page 1954, Section b. (1), should include a statement that in order for SCE to provide a 16 kV distribution circuit from MacNeil Substation, SCE would need to perform modifications. Please revise this section accordingly. In addition, please revise Section L.4 Utilities – Electricity to note that all work proposed at MacNeil Substation constitute "modifications" rather than "upgrades".

8. Page 1955 includes in its current description that SCE is planning to connect the possible 16 kV circuit from MacNeil Substation to an SCE substation that would be located within the Mixed-Use Residential Area (Annexation Area). Please strike this from the project description and revise to read "SCE would construct a distribution circuit to the residential development and install necessary cable, switches, transformers, services and meters."

9. Page 1956, first bulleted item, should refer to 66 kV work associated with the 66 kV subtransmission work and not the 16 kV distribution work. Please note this in the description as appropriate.

SCE's CPUC CEQA Permitting Requirements

Electric facilities between 50 and 200 kV are subject to the California Public Utilities Commission's (CPUC's) Permit to Construct (PTC) review specified in the CPUC's General Order (GO) 131-D, Section III.B. For facilities subject to PTC review, or for facilities over 200 kV subject to Certificate of Public Convenience and Necessity (CPCN) requirements specified in GO 131-D, Section III.A, the CPUC reviews utility PTC or CPCN applications pursuant to the California Environmental Quality Act (CEQA) and serves as lead agency under CEQA.

Certain work, such as activities which do not increase the maximum service voltage of a substation beyond the voltage for which a substation has been previously rated, or activities which do not result in an increase in substation land area beyond the existing utility-owned or controlled property, are considered substation modification projects under GO 131-D, and are not subject to the CPUC's discretionary permitting requirements in GO 131-D (GO 131-D, Section III.B).

For activities subject to GO 131-D, the rule provides for certain exemptions from the CPUC PTC requirements for facilities between 50 and 200 kV. For example, Exemption g (Section III.B.1.g) allows for the construction or relocation of power lines between 50

and 200 kV in an existing franchise, road-widening setback easement or public utility easement.

Other exemptions include Exemption f (Section III.B.1.f), which exempts from CPUC PTC permitting requirements power lines or substations between 50 and 200 kV to be constructed or relocated that have undergone environmental review pursuant to CEQA as part of a larger project, and for which the final CEQA document (EIR or Negative Declaration) finds no significant unavoidable environmental impacts caused by the proposed line or substation.

Based on a preliminary review of the proposed SCE facilities and activities identified to serve the NBC Universal Project, SCE anticipates that certain facilities and activities may be subject to GO 131-D PTC requirements or exemptions thereof (e.g., expansion of Studio Substation, and the new 66 kV line between MacNeil and Studio Substation), while other activities such as modifications to MacNeil Substation and construction of new 16 kV distribution lines are not subject to GO 131-D permitting requirements. With respect to the new off-site 66 kV line, it is not clear at this time if it may be eligible for Exemption g (i.e., if it can be constructed within existing franchise or easements). However, SCE assumes the expansion of Studio Substation would be considered a substation upgrade and not a modification under GO 131-D and thus subject to the CPUC permitting requirements.

Therefore, it is beneficial for the DEIR to include a description and evaluation of impacts of all SCE facilities and activities necessary to serve NBC Universal Evolution project, whether they may or may not be subject to GO 131-D permitting requirements or eligible for other GO 131-D exemptions, as SCE may or may not be able to rely upon GO 131-D Exemption f, if the Final EIR finds no significant unavoidable environmental impacts caused by the SCE scope of work.

Currently, however, the DEIR indicates that a significant unavoidable impact to Noise may occur for the SCE off-site improvements discussed in the Utilities – Electricity section. In addition, the DEIR Air Quality and Noise sections conclude that on-site construction activities have the potential to result in significant unavoidable impacts. If feasible, SCE requests the lead agency to consider additional analysis, and/or mitigation measures agreeable to the applicant and SCE, which may avoid a conclusion of a significant unavoidable impact to Air Quality and Noise for the on-site scope of work (e.g., the expansion of Studio Substation) and may avoid a significant unavoidable impact to Noise for the off-site SCE scope of work. If it is infeasible to determine that SCE's scope of work does not result in significant unavoidable environmental impact, SCE will not be able to utilize Exemption f. However, SCE may be able to use the Final EIR as part of an "expedited" PTC application at the CPUC. SCE would be happy to meet with the Applicant and the lead agency to discuss this request and GO 131-D permitting requirements, exemptions, options, and concerns, as well as the regulatory timeframes at the CPUC associated with the various permitting options.

Once again, SCE appreciates the opportunity to review and comment on the DEIR for the NBC Universal Evolution Plan and looks forward to working with the project proponent and the City in planning to meet the electricity needs for this project and in addressing SCE's scope of work in the DEIR. If you have any questions regarding our comments, please feel free to contact me at (323) 720-5292.

Sincerely,

Ben Wong

Ben Wong
Local Public Affairs Region Director
Southern California Edison Company

Letter No. 22

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET / LOS ANGELES, CALIFORNIA 90012
PHONE (213) 974-3333 / FAX (213) 625-7360
zev@bos.lacounty.gov / http://zev.lacounty.gov

ZEV YAROSLAVSKY
SUPERVISOR, THIRD DISTRICT

RECEIVED
JAN 13 2011
BY: Malazar

December 15, 2010

Mr. Michael LoGrande, Director
Department of City Planning
200 N. Spring Street, Room 525
Los Angeles, CA 90012

RE: NBC Universal Evolution Plan Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. LoGrande:

Your Department had previously granted an extension of the comment period on the NBC Universal Draft Environmental Impact Report (DEIR) following requests from both Councilman Tom LaBonge and myself. I appreciated your granting of that extension.

However, given the enormous scope and complexity of this environmental document—the magnitude of which only became fully apparent to the community after the release of the DEIR—a number of community members have raised concerns that they will not have time to complete their review by February 4th. Given the massive scope of the document, and the fact that this comment period is also occurring during the holiday season, an extension of one additional month is warranted.

I therefore respectfully request that your Department extend the public comment period on the DEIR at least to March 4, 2011 to give all interested parties a full opportunity to review this document. Thank you again for your attention to this request, and your support of full community involvement in this vital process.

Sincerely,

ZEV YAROSLAVSKY
Supervisor, Third District

c: Councilman Tom LaBonge
Jon Foreman, Senior City Planner
Richard Bruckner, Director of Regional Planning

Letter No. 23

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

821 KENNETH HAHN HALL OF ADMINISTRATION
500 WEST TEMPLE STREET / LOS ANGELES, CALIFORNIA 90012
PHONE (213) 974-3333 / FAX (213) 625-7360
zev@bos.lacounty.gov / http://zev.lacounty.gov

ZEV YAROSLAVSKY
SUPERVISOR, THIRD DISTRICT

RECEIVED
CITY OF LOS ANGELES
NOV - 9 2010
CITY PLANNING DEPT
EXECUTIVE OFFICE
ROOM 525

November 5, 2010

Mr. Michael LoGrande, Director
Department of City Planning
200 N. Spring Street, Room 525
Los Angeles, CA 90012

RE: NBC Universal Evolution Plan Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. LoGrande:

On Thursday, November 4th your Department released the draft Environmental Impact Report (DEIR) for the "NBC Universal Evolution Plan" with a 60-day comment period during which members of the public can review and comment on this nearly 2,500 page, five-volume document.

I understand that CEQA only requires a 45-day comment period, and that you have already exceeded that minimum time period. However, given the scope of the information in this DEIR, as well as the magnitude of the proposed project, 60 days is simply not enough—particularly given that the current comment period would end just two days after the New Year's holiday. I therefore ask that you extend the comment period by a minimum of 30 additional days.

NBC Universal's proposed project is a massive undertaking and it is vital that the involved Planning departments provide ample opportunities for potentially-affected residents to participate in this important public process. I hope that you will promptly grant this request and appropriately notify members of the public about the additional time they have to comment on the NBC Universal DEIR.

Thank you for your attention to this matter.

Sincerely,

ZEV YAROSLAVSKY
Supervisor, Third District

c: Councilman Tom LaBonge
Jon Foreman, Senior City Planner
Richard Bruckner, Director of Regional Planning

Letter No. 24

Jon Foreman <jon.foreman@lacity.org>

Response to NOC/NOA of DEIR: NBC Universal Evolution Plan

1 message

Julie Yom <jyom@parks.lacounty.gov> **Wed, Jan 26, 2011 at 8:05 AM**
To: jon.foreman@lacity.org
Cc: "Norma E. Garcia" <negarcia@parks.lacounty.gov>, Larry Hensley <lhensley@parks.lacounty.gov>, Joan Rupert <jrupert@parks.lacounty.gov>

Mr. Foreman,

Please find attached the County of Los Angeles Department of Parks and Recreation's response to the above mentioned project.

Sincerely,

Julie Yom

County of Los Angeles

Department of Parks and Recreation | Planning Division

510 South Vermont Avenue

Los Angeles, CA 90020

Tel. 213) 351-5127 | Fax 213) 639-3959

jyom@parks.lacounty.gov

Please note that our offices are closed on Fridays.

Response - NOC NBC Universal Evolution Plan.pdf
205K

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

January 26, 2011

sent via e-mail: jon.foreman@lacity.org

Mr. Jon Foreman
City of Los Angeles
Department of City Planning
200 N Spring Street, Room 601
Los Angeles, CA 90012-4801

Dear Mr. Foreman:

NOTICE OF COMPLETION (NOC) AND AVAILABILITY (NOA) OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
NBC UNIVERSAL EVOLUTION PLAN
CASE NO. ENV-2007-0254-EIR
STATE CLEARINGHOUSE NO. 2007071036

The NOC/NOA of the DEIR for the above project has been reviewed for potential impacts on the facilities of this Department. We have determined that the proposed project will not affect any Departmental facilities.

Thank you for including this Department in the review process. If we may be of further assistance, please contact Julie Yom at (213) 351-5127 or jyom@parks.lacounty.gov.

Sincerely,

Joan Rupert
Section Head
Environmental & Regulatory Permitting

JR: JY/ NOC_NOA NBC Universal Evolution Plan

c: Parks and Recreation (N. E. Garcia, L. Hensley, J. Yom)

Letter No. 25

Jon Foreman <jon.foreman@lacity.org>

Notice of Completion and Availability of DEIR for NBC Universal Evolution Plan

1 message

Tran, Don <Dtran@lasd.org> **Tue, Nov 23, 2010 at 11:25 AM**
To: jon.foreman@lacity.org

Hi Jon:

We're in receipt of the City of LA Dept. of Planning the REVISED Notice of Completion & Availability of the Draft Environmental Impact Report (DEIR) for NBC Universal Evolution Plan dated 11/18/10 this week. In the beginning of the month we also received the Request of Comments on the DEIR on the City letter dated on 11/4/10. Its due date is 1/3/11. There were 2 cd rom attached to this letter. I have 2 questions:

1. Base on the heading of the Revised Notice of Completion & Availability of the Draft EIR that we received this week: Does it mean the review process for the draft EIR has been complete and your dept is issuing the review of the completion of the DEIR? If so, my CD roms (sent along with the 11/4/10 City letter) are obsolete. Should I ask for the current cd?

2. The Notice of Completion and Availability of the EIR dated 11/18/10 also refers the deadline extension from 1/3/11 to 2/4/11. Does it mean these two documents are the same? Why didn't the subject on the first document dated 11/4 mention about the Completion and Availability of the DEIR as the 11/18 letter did?

Advise!

Don Tran

LA Sheriff Department

Facility Planning Bureau

626 300-3098

Letter No. 26

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

January 28, 2011

Jon Foreman
Senior City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Via facsimile to (213) 978-6566 and email to Jon.Foreman@lacity.org

Re: Comments on NBC Universal Evolution Plan Draft Environmental Impact Report

Dear Mr. Foreman:

The City of Burbank has reviewed the Draft Environmental Impact Report (DEIR) for the proposed NBC Universal Evolution Plan. Due to the proximity of the project site to the City of Burbank, the City is very concerned about the project and the impacts it will have on Burbank streets, residents, and businesses. The City of Burbank respectfully submits the following comments.

Traffic and Transportation

1. Travel Demand Model / Growth Forecasts

City of Burbank Community Development Department staff collaborated with the project's traffic consulting staff to develop a modified travel demand model for the NBC Universal Evolution Plan. This modified model was developed in response to initial concerns the City had regarding the ability of the original travel demand model to forecast traffic conditions in Burbank.

The revised model used for the Alternative Impact Analysis for the City of Burbank (DEIR Exhibit E – Transportation Study Appendix F) includes a more detailed street network for Burbank as well as refined network link attributes for number of travel lanes, capacity, and speed parameters. The model also includes a more detailed traffic analysis zone structure and centroid connectors that satisfactorily simulates intersection volume assignments and existing traffic patterns in the city. In addition, at the City's request the project study area was expanded to include eight additional intersections in Burbank, bringing the total number of studied intersections in the city to 36. The modified travel demand model was used to distribute and assign project traffic to Burbank streets, and the output from this modified model was used to identify significant traffic impacts in the City of Burbank under the Alternative Impact Analysis.

By way of a letter transmitted to the project consulting team in December 2009 (attached hereto), City of Burbank staff acknowledged that the modified model methodology, study area, network and zone structure, background socio-economic data and forecasts, traffic counts, and other data had been developed in accordance with Burbank's policies for project traffic studies.

The City has identified errors in the cumulative projects list included in the DEIR (DEIR Exhibit E – Transportation Study, Table 10: Trip Generation Estimates for Cumulative Projects, page 96) including an under-reporting of entitled development at major studio campuses in the City including Warner Brothers, Disney, and NBC-Burbank in excess of 4,000,000 square feet. Through the collaborative modeling process conducted for the Burbank-specific Alternative Impact Analysis (DEIR Appendix E – Transportation Study Appendix F: LOS Worksheets and Impact Analysis Other Jurisdictions), it was the City's understanding that all cumulative projects reasonably foreseeable in the City of Burbank have been accounted for in the travel demand model land use assumptions. However, DEIR Appendix E, Transportation Study Appendices G, H, and I documenting the travel demand modeling process does not document the Burbank-specific Travel Demand Model developed for the Burbank-specific analysis. Therefore, the City cannot verify that the City's entitled cumulative projects are included in the background, cumulative project traffic for the model used in the DEIR supplemental Burbank analysis. If these cumulative projects are not accounted for, then the study grossly under-estimates the background traffic in the City of Burbank and does not represent an accurate portrayal of traffic impacts by the project in the City of Burbank. The City requests that the study document the cumulative projects accounted for in the project's background traffic to show that all approved and entitled projects in the City of Burbank have been accounted for.

While the City endorses the modified travel demand model as a tool for identifying impacts and developing mitigations for the NBC Universal Evolution Plan, it does not necessarily endorse model inputs, including but not limited to project trip generation and trip reductions. Comments regarding the trip generation assumptions used for the DEIR are included below.

2. Trip Generation / Transportation Demand Management Credits

The City believes that the trip generation derived for the retail and housing portion of the project is too low given the size and type of proposed uses, the relation of these uses to existing and planned transit networks, the demographics of the users of the proposed uses, and the guidelines presented in the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*. In particular, a number of credits for pass-by, walking, and internal capture on the retail portion of the project are too aggressive given the project characteristics. First, the study uses the trip generation rate for "Shopping Center" when estimating trips for the neighborhood and community retail uses, which total approximately 145,000 square feet. The ITE Shopping Center describes retail centers that combine multiple tenants into a common facility that is managed as a single development. The study uses the ITE average rate for these uses, when the ITE *Trip Generation Handbook* recommends that the fitted curve be used instead (ITE Trip Generation Handbook, Second Edition, Section 3.4, page 9). Using the fitted curve instead of the average rate would yield nearly twice as many trips in the PM peak hour, and approximately 50 percent more daily trips for the retail uses. The City requests the study utilize shopping center fitted curve rates as recommended by ITE rather than the average rate.

In addition, a number of trip credits are taken from basic trip generation to account for factors like pass-by trips, internal capture trips, and non-motorized trips. The City believes that application of these credits on top of the already-low trip generation for the retail uses severely undercounts the trip generation. First, ITE provides an average pass-by trip generation credit of 34 percent for shopping centers, while the traffic study applies a 40 to 50 percent credit. This is compounded with an additional credit for walking/cycling/internal capture trips that is inappropriate for the proposed uses, especially since the use of the shopping center rate (instead of explicit ITE rates for retail, restaurant, and other uses commonly found in a shopping center) already implies internal capture of trips due to the nature of a shopping center use. Because these large credits are compounded on top of an already-low trip generation rate (from the average rate instead of the fitted-curve rate), the City believes the trip generation is underestimated. The City requests the study utilize a lower, more realistic pass-by rate for the retail portions of the project. Finally, it is possible that on top of these credits an additional Transportation Demand Management (TDM) credit was taken on the community and neighborhood retail portions of the project, although this is not clear from the study (DEIR Appendix E – Transportation Study Table 19 – Proposed Project TDM Program, page 287). The City does not believe that a TDM reduction is appropriate on the retail portions of the project due to the location of the retail in relation to transit.

The study does not document how expected increases in attendance to the existing theme park and entertainment uses of the project translate to increased trip generation under future conditions. This increased attendance should be factored into the existing project future trip generation and included in the analysis. Also, the study assumes a very low per-square-foot trip generation rate for the new entertainment uses proposed as part of the project. Using the trip generation for entertainment uses from the study (DEIR Appendix E – Transportation Study, Table 14, page 173), the existing entertainment uses generate more than 17 daily trips per 1,000 square feet, while the new entertainment uses are only expected to generate a little over 7 daily trips per 1,000 square feet (after accounting for the trip generation of the hotel use). A similar relationship exists for the AM and PM peak hour trip generation rates. This suggests that the new entertainment uses will generate significantly less trips than the existing uses. The City believes that the trip generation for the proposed entertainment uses is too low.

The City also disagrees with the trip generation reduction claimed for the TDM program that is proposed to reduce the project's trip generation. In particular, the study is applying a 20 percent TDM reduction on the 2,937 new housing units proposed for the project. This is an extremely aggressive TDM reduction for housing units in Los Angeles, especially if the housing is targeting upper-income households, requires bus-to-rail transfers, and includes multiple free parking spaces for each housing unit. Other than the provision for free transit passes and a marginal proximity to the Metro Red Line (requiring either a long walk or a bus transfer), there is virtually no incentive for the residents of the housing units in the proposed project to shift to bus or rail. The City suggests that if an aggressive TDM reduction be proposed that it be coupled with equally-aggressive TDM measures such as parking pricing or unbundled free parking, reduced parking ratios (e.g. provide one space per unit), or direct proximity to the Metro Red Line Subway, Metro Rapid bus, or other high-capacity bus services. As proposed, the layout of the residential units in relation to transit amenities and the lack of any true disincentives

to driving will not result in a 20 percent trip generation reduction on the housing portion of the project.

These comments also apply to the 16.5 percent TDM reduction on the office component, especially with regard to the large amounts of parking being provided to office workers. Like the residential, there is little incentive to utilize transit if abundant parking is being provided on site.

The study indicates that a Transportation Management Association (TMA) will be developed for the project, but does not explicitly describe how the TMA would be established, who would be responsible for its administration, or how the TMA would be funded. The City requests that a mitigation measure be added to specify the details of the required TMA, and to ensure that membership be required by all new and existing commercial and retail tenants of the proposed project. In addition, the City requests that the TMA be required to participate in the trip reduction monitoring required to validate the trip generation caused by each phase of the project.

3. Project Phasing and Mitigations

The project proposes a phased project implementation that conditions development of future phases based on completion of mitigation measures and monitoring of actual trip generation of prior phases. However, while the project identifies specific improvements to be constructed as part of specific project phases, there is no mechanism to ensure that actual trip generation of each phase is correlated to predicted trip generation identified in the study. The project's mitigation monitoring and phasing program requires that mitigations for future phases be advanced if the trip generation for a given phase exceeds the generation predicted in the study (DEIR Appendix E – Transportation Study Appendix S, Table S-1, Footnote [b], page S-2). However, given the aggressive trip reductions proposed by the study, the City believes that this phasing plan is inadequate. The City requests that an additional mitigation measure be imposed on the project to include hard trip caps on each phase, such that actual project trip generation is measured at each phase, and that future phases are contingent on achieving trip generation at or below the generation predicted by the study, in addition to constructing the mitigation measures identified at each phase. Development of future phases would be prohibited unless actual trip generation is proven to match the generation identified in the study, and the mitigations identified for each project phase have been completed. Information requiring the trip generation of each phase should be provided to the City of Burbank before the project moves from one phase to another. Further, as an additional mitigation monitoring tool, the City requests that traffic monitoring infrastructure be built into project driveways for existing and future project phases so that actual, real-time sampling of traffic volumes of the project can be captured (e.g. installation of loop detectors in project access points and driveways to monitor actual trip generation of the project). This monitoring equipment can be used to verify any trip generation assumptions included in the analysis and ensure compliance with phasing requirements.

The DEIR should explicitly state that all identified project mitigations are mandatory mitigations that must be funded by the project applicant when required to be implemented by the specific project phase as identified in the project phasing program.

4. City of Burbank Alternative Impact Analysis Methodology

The City of Burbank Alternative Impact Analysis (DEIR Appendix E – Transportation Study Appendix F: LOS Worksheets and Impact Analysis Other Jurisdictions) indicates that the City's Interim Traffic Study Guidelines (City of Burbank, November 2007) were used to conduct traffic impact analysis under the Alternative Impact Analysis. However, the Significant Impact Criteria described on page F-4 of the Transportation Study Appendix F does not match the criteria outlined in the City's Interim Traffic Study Guidelines. In general, the City's thresholds mirror those of the City of Los Angeles, except that the threshold for intersections at LOS F is more stringent than the City of Los Angeles. The City requests that the study affirm which impact analysis was used for the Alternative Impact Analysis to show that it is consistent with the City of Burbank Interim Traffic Study Guidelines, or at a minimum conform to the City of Los Angeles significance thresholds for LOS D, E, and F intersections (which are substantially similar to the City of Burbank). Also, the study should explain how differences in the impact analysis from the main body of the traffic study and the Impact Analysis of Other Jurisdictions in the Transportation Study Appendix F were used to derive project impacts and mitigations identified in the DEIR, including whether or not the expanded list of 36 study intersections in Appendix F resulted in additional project impacts.

5. Traffic Signal Improvements

The project has proposed to mitigate certain intersection traffic impacts through improvements to traffic signal infrastructure in the City of Burbank. The project proposes to connect a number of existing traffic signals to Burbank's Citywide Signal Control System (CSCS) through hardware upgrades to improve overall vehicle capacity by three percent over existing conditions. The City generally approves of this approach to increase capacity (versus implementing roadway widening) but the project mitigations do not specify the actual signal improvements that would be implemented to achieve this capacity credit.

The City has identified the improvements necessary to achieve an increase in capacity at the project study intersections identified, and has itemized these improvements and estimated their cost. In general, the City has identified physical hardware upgrades (controllers, poles, conduit, etc.) as well as necessary software and timing improvements (master control software, development of timing plans, data collection) to achieve this capacity increase. These improvements and present-day cost estimates are as follows:

- **Pass at Verdugo (Intersection #75, B-27):** Fully modify the traffic signal at this intersection for approximately $200K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1500 feet of conduit and fiber optic cable at a cost of $75K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $281K

- **Evergreen at Riverside (Intersection #77, B-28):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring

including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.

- Cost: $56K

- **Pass at 134 E/B off-ramp (Intersection #78, B-29):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1200 feet of conduit and fiber optic cable at a cost of $25K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $81K

- **Pass at Alameda (Intersection #79, B-30):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at Riverside (Intersection #80, B-31):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at Olive (Intersection #81, B-32):** Modify the traffic signal at this intersection for approximately $100K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost $106K

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Alameda at Hollywood Way (Intersection #84, B-35):** Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $6K

- **Olive at Hollywood Way (Intersection #86, B-36):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Olive at Riverside (Intersection #87, B-37):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

The City has identified additional signal improvements at one smaller signalized intersection and two roadway corridors within the project study area. These locations were not identified as being impacted in the study, but are located between and adjacent to impacted intersections. The City believes that improvements at these locations are needed to achieve the three percent capacity credit at the adjacent, impacted intersections. These improvements are identified below.

- **Pass at Oak (this intersection was not identified in DEIR as impacted):** This intersection is located within a corridor of five impacted study intersections. The City believes that coordination at this intersection is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. The existing traffic signal at this intersection should be fully modified for approximate cost of $200K.
  - Cost: $200K

- **Pass Avenue between 134 and Verdugo (not identified in the DEIR):** This intersection is located within a corridor of five impacted study intersections. Staff believes that interconnection on this portion of the corridor is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. This corridor segment should be interconnected to provide and enhance coordination.
  - Cost: $500K

- **Verdugo between Hollywood way and Buena Vista (not identified in the DEIR):** Staff believes since this segment connects to an impacted corridor, it should be interconnected to provide and enhance coordination.
  - Cost: $250K

The City has also identified a need to provide better inter-jurisdictional traffic signal coordination along the Barham/Olive corridor between the City of Burbank and the City of Los Angeles. This corridor includes a number of impacted intersections. Enhanced inter-jurisdictional coordination is required to realize the capacity credits applied to intersections in this heavily-travelled corridor.

- **Burbank TMC and LADOT through Olive and Barham: (not identified in the DEIR):** Staff believes that since this segment is along an impacted corridor, it should be interconnected between the two cities with ITS equipment (conduit fiber, Dynamic Message Signs, control hub station, network equipment & misc) to provide and enhance coordination.
  - Cost: $500K

Finally, the City believes that the following system hardware, software, and timing resources are needed to fully interconnect the intersections identified in the study as being impacted by the project. The following additional improvements are identified to achieve the three percent capacity credit identified at many of the impacted study intersections in Burbank.

- **Timing Plan Study:** Lump sum of approximately $150K
  - Cost $150K
- **Adaptive Traffic Control System**
  - Software Upgrade for $200K
  - Hardware (Vehicle detection system placement) for $500K
  - Hardware (Controller Upgrade) for $100K
  - Cost $800K

The total cost for the above traffic signal improvements (in 2010 dollars) is approximately **$3.6 million**. It should be noted that these cost estimates are based on current design and construction cost experience. The actual costs borne by the proposed project would be adjusted based on market conditions that exist when the project scope is finalized and the improvements are constructed.

6. Physical Improvements

The study has identified a number of physical improvements to mitigate project impacts in Burbank. These improvements include roadway intersection restriping, widening, parking removal, and sidewalk narrowing to add roadway capacity in the project area. These improvements have been proposed in response to both the primary, project-wide traffic analysis as well as the secondary, Burbank-specific supplemental analysis that was requested by the City. In some cases these physical improvements are accepted in concept, but the implementation of

the improvements is not within acceptable engineering standards (e.g. narrow lanes, reduced-width sidewalks). In other cases, the improvements would reduce on-street parking or restrict turning movements. In some cases these improvements cannot be supported by the City given the Burbank City Council's policy direction with regard to street widening and parking removal. Detailed comments on each proposed physical improvement are described below.

- **Evergreen at Riverside (Intersection #77, B-28)**: The study identifies that that the applicant or its successor should widen the south side of Riverside immediately west of the intersection to provide dual Right Turn Lanes. The City requests that this improvement be implemented in consultation with City staff to ensure that the improvement is built to acceptable City standards.

- **Pass at Alameda (Intersection #79, B-30)**: The study identifies that the applicant or its successor should widen the north side of Alameda immediately east of intersection to allow an exclusive west bound 10-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. The City does not approve of this mitigation and requests instead that a 12-foot right-turn-lane (not 10-foot) be striped in the existing roadway curb-to-curb width, along with the required lane shifts to accommodate this additional lane, rather than by widening the roadway and narrowing the sidewalk.

  In addition to the above, the study recommends prohibiting northbound left turns at this intersection. The purpose is to extend the dual southbound Left Turn Lanes on Pass approaching Riverside. The City does not support this recommendation. If the prohibition is put in place it will make it very difficult for drivers on northbound Pass to get to destinations to the west and provides no reasonable alternatives for drivers to access westbound Alameda beyond the turn restriction. It is also not clear if secondary impacts from this turn prohibition on other intersections to the north of the intersection were analyzed. The City requests the project consulting staff work with City staff to identify an alternative physical improvement at these locations and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigated project impact.

- **Pass at Riverside (Intersection #80, B-31)**: The study identifies that that the applicant or its successor should widen and remove on-street parking along the south side of Riverside, immediately west of intersection to allow an exclusive east bound 11-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. Widening streets and removing on-street parking in order to increase intersection capacity at this location would likely not be supported by the City Council given prior policy direction with regard to parking removal and roadway widening. The City requests the project consulting staff work with City staff to identify an alternative physical improvement and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigated project impact.

- **Pass at Olive (Intersection #81, B-32):** The study identifies that the applicant or its successor widen Olive Avenue to provide dual left turn lanes northbound, three through lanes in each direction, and modify the traffic signal to accommodate this change. This improvement is on the City's long-range transportation plans and is identified as a mitigation measure for another development project in the City of Burbank. However, the study proposes a total of eight 10-foot lanes, including curb lanes, in this stretch of Olive Avenue with a horizontal curve with high rate of speed and reduced sidewalk width. This concept is not acceptable as it introduces hazardous roadway geometry. A similar improvement to the one that is recommended as a project mitigation is identified on the City's long-range plans as a mitigation for a previously-entitled development project, but the City's improvement assumes that additional right-of-way is required from adjacent properties to provide acceptable, safe lane and sidewalk widths. The City requests that the project consultant staff work with City staff to identify an improvement design that would accommodate acceptable lane and sidewalk widths and identify the required right-of-way needed for the improvement.

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33).** The study does not address the existing on-going conflicts due to the steady flow of vehicles on Olive Avenue blocking the crosswalk on the south side. The City requests the project consulting staff work with City staff to identify an improvement to this conflict and, if no acceptable improvement is identified, to consider reductions in the project size to mitigate this impact, or to identify this intersection as an unmitigated project impact.

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** The study identifies a need to restripe the eastbound direction to provide an exclusive eastbound Right Turn Lane and shared through and Left Turn Lane in that direction. This improvement can be constructed in existing street-widths with minimal effects to on-street parking.

- **Alameda at 134 W/B on-ramp (Intersection #164, B-38):** The study identifies a need to install a traffic signal at the 134 W/B on-ramp west of Hollywood Way and interconnect it with the existing traffic signal at intersection of Alameda and Hollywood Way. However, the level of service analysis for this intersection and the proposed improvement do not consider changes in roadway configuration due to the new westbound 134 on-ramp at Hollywood Way that is under construction and expected to open in April 2011. The City requests that the study be revised to account for the pending ramp improvement and intersection geometry at this location. The City can provide the planned intersection configuration to the project applicant.

- **Alameda at Hollywood Way (Intersection #84):** Level of service analysis for this intersection does not consider changes in roadway configuration due to the new westbound 134 on-ramp at Hollywood Way that is under construction and expected to open in April 2011. The City requests that the study be revised to account for the pending ramp improvement and intersection geometry at this location. The City can provide the planned intersection configuration to the project applicant.

7. Neighborhood Intrusion Impacts

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's skepticism that the aggressive TDM reductions will be realized, the City requests 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 limits, 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

8. Consideration of Previously-Entitled Development Projects and Mitigations

The Burbank Alternative Impact Analysis includes project traffic impact analysis under two future roadway scenarios. In the first scenario, only future, funded roadway improvements are considered to be in place by the project horizon year. In the second scenario, the City's long-range transportation improvements are also assumed to be constructed by 2030. These improvements include intersection and signal projects that are identified in the City's long-range infrastructure blueprint as well as improvements identified as mitigations for entitled developments for the three major studio campuses in the Media District. While these two alternative analyses are included to show traffic impacts under both scenarios, the DEIR does not describe how differences in the impacts under both of these scenarios affect the sequencing or coordination of project mitigations with previously-planned long-range improvements. It does not explain if there are different project impacts identified under each of the two roadway scenarios. It also does not clearly describe how the project may need to mitigate intersection impacts if improvements are required that are shared by both the proposed project and previously-entitled projects in Burbank. For impact mitigations that might be shared with other development projects, the DEIR should provide an alternative to provide a fair-share cost of the improvements or to coordinate with other development projects that share the improvement.

9. Transit Improvements

The proposed project includes funding of a shuttle system to integrate the project with the surrounding transit network. This system is used to justify the aggressive TDM reductions to the project's trip generation. This system is proposed to connect the outlying portions of the project (such as the residential and retail component near Barham Boulevard and Forest Lawn Drive) to the denser core of the existing and proposed office and studio uses. This system is also proposed to connect the project to the Metro Red Line subway, the Hollywood district of Los Angeles, and the Media District and Downtown areas of Burbank.

The City believes that this shuttle system needs to be a traditional, fixed-route service both within the project site as well as along the corridors that serve Burbank and Hollywood. An on-call, demand-responsive system would not be effective in shifting the project's employees, visitors, and others to transit because the on-call system requires too much advance planning and transfer times to make this system effective. The City believes that the shuttle service should provide 15-minute peak period and 30-minute off-peak service on a fixed route with local stops within and outside the project site, and with a published, fixed schedule. Further, this system should be branded as a service included in one of the existing transit systems (such as Metro, LADOT, or BurbankBus) rather than a standalone, Universal-branded shuttle with little recognition to infrequent or new transit riders. Branding the service as part of the larger region will help increase its awareness as another transit resource amongst existing bus, rail, and commuter rail systems.

The City believes that the system should add additional connectivity to the regional bus transit network to help shift the project's trips to transit. The shuttle service should provide a through-connection between outlying endpoints rather than providing separate shuttle routes that converge at the proposed transit hub near Barham Boulevard and Lakeside Drive. For example, the service should instead run from either Downtown Burbank to Hollywood (through the project site) or from Downtown Burbank to the Universal Metro Red Line Station (through the project site) so that new regional transit connections are established in addition to service to the project. In particular, the Burbank-to-Hollywood route could provide a transit alternative to the congested Barham corridor while still connecting the residential portion of the project to two major trip destinations.

The City believes that justification of an aggressive TDM credit needs to 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 of Burbank east of the airport. The transit mitigation package should included 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. 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.

Finally, the City believes that proposed roadway improvements should complement the proposed transit improvements to improve transit travel times relative to auto travel and encourage shifts

to transit. Consideration should be given to implementing the proposed third through lane on Barham Boulevard as a transit-only lane (similar to the Wilshire Boulevard bus lanes) rather than a mixed-flow lane. Given the tremendous latent demand for vehicle travel in the Barham corridor, a new mixed-flow lane will do nothing to improve travel times for vehicles, but reserving it for transit vehicles could provide a improvement to bus travel times and make transit trips in the corridor more attractive. Consideration should also be taken to implement this odd-numbered fifth through lane as a reversible lane to accommodate directional AM and PM travel flows. In addition, implementation of the proposed interior "north-south spine road" should provide for transit infrastructure such as pre-emption, queue jumps, and other measure to improve transit flow in the project site.

10. Los Angeles River Bicycle Path

The City requests that the project 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 study's claimed TDM and non-motorized transportation credits.

Public Services

The Public Services sections of the DEIR analyze impacts on services and facilities in the City and County of Los Angeles but do not analyze impacts on services or facilities in the City of Burbank. This is of particular concern for Libraries, Parks and Recreation, and Police services. The EIR must discuss impacts to public services in general, regardless of the jurisdiction in which the services are located, rather than focusing only on those located in the City and County of Los Angeles.

There are library and park facilities located in the City of Burbank near the project site. In some cases these facilities may be more convenient and/or desirable for project tenants than comparable facilities in the City or County of Los Angeles. To use a specific example, the City of Burbank's Buena Vista Branch Library, located at 300 North Buena Vista Street, is the closest library to the project site of any jurisdiction, and probably the most convenient to access. Further, the Buena Vista Branch Library is larger than the two closest City of Los Angeles libraries that are cited in the DEIR (North Hollywood and Goldwyn), with 28,000 square feet and over 184,000 volumes. Since Burbank's facility is closer, more convenient, and offers greater selection than the Los Angeles City or County libraries discussed in the DEIR, it is possible that there may be greater impacts on Burbank's Buena Vista Branch Library than other libraries discussed in the DEIR. While the proposed mitigation measure to locate a branch library on the project site may mitigate some of this impact, the limited size and number of volumes that will be found at that library will mean that many residents will still need to travel off-site for more complete library services.

The City of Burbank is a member of the Southern California Library Cooperative (SCLC) along with the City and County of Los Angeles.[1] Burbank also operates a universal borrowing program with the Los Angeles City and County libraries, so residents of those areas may receive free Burbank library cards and enjoy the same privileges as Burbank residents. The Burbank Public Library currently has about 73,000 library card holders, of which about 26,000 are residents of the City of Los Angeles. About 9,400 of those residents live in ZIP codes that are adjacent to the project site. The DEIR states that the residential component of the project is expected to add 6,450 residents to the area. As such, there is the potential for a notable increase in Burbank library card holders and service demands placed on the Buena Vista Branch Library and other Burbank libraries. This should be discussed and analyzed in the EIR.

Similarly, the DEIR focuses its discussion of police impacts on the Los Angeles Police Department and Los Angeles County Sheriff's Department, and primarily focuses on on-site crime and policing issues. However, the proposed project would result in substantial numbers of additional people coming into Burbank for shopping and recreation and 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. This will impact the Burbank Police Department and may affect its ability to continue providing the same levels of service to the Burbank community. The EIR should discuss the potential impacts on the services of all affected police departments and not just the Los Angeles Police Department and Los Angeles County Sheriff's Department. It may be necessary to identify mitigation measures to reduce potentially significant impacts on the Burbank Police Department.

Thank you in advance for your attention to the concerns raised in this letter. Should you have any questions or concerns, please contact me at (818) 238-5250 or mforbes@ci.burbank.ca.us.

Sincerely,
Community Development Department

Michael D. Forbes

Michael D. Forbes
Assistant Community Development Director / City Planner

Attachment

cc: Honorable Mayor and Members of the Burbank City Council
Michael Flad, City Manager
Dennis Barlow, City Attorney
Greg Herrmann, Community Development Director

[1] On page 1813, the DEIR references the Metropolitan Cooperative Library System. The SCLC has replaced that organization.

Letter No. 27

RECEIVED
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BY: M Salazar

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

DRAFT

Jon Foreman
Senior City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Via facsimile to (213) 978-6566 (12 pages) and email to Jon.Foreman@lacity.org

Re: Comments on NBC Universal Evolution Plan Draft Environmental Impact Report

Dear Mr. Foreman:

The City of Burbank has reviewed the Draft Environmental Impact Report (DEIR) for the proposed NBC Universal Evolution Plan. Due to the proximity of the project site to the City of Burbank, the City is very concerned about the project and the impacts it will have on Burbank streets, residents, and businesses. The City of Burbank respectfully submits the following comments.

Traffic and Transportation

1. Travel Demand Model / Growth Forecasts

City of Burbank Community Development Department staff collaborated with the project's traffic consulting staff to develop a modified travel demand model for the NBC Universal Evolution Plan. This modified model was developed in response to initial concerns the City had regarding the ability of the original travel demand model to forecast traffic conditions in Burbank.

The revised model used for the Alternative Impact Analysis for the City of Burbank (DEIR Exhibit E – Transportation Study Appendix F) includes a more detailed street network for Burbank as well as refined network link attributes for number of travel lanes, capacity, and speed parameters. The model also includes a more detailed traffic analysis zone structure and centroid connectors that satisfactorily simulates intersection volume assignments and existing traffic patterns in the city. In addition, at the City's request the project study area was expanded to include eight additional intersections in Burbank, bringing the total number of studied intersections in the city to 36. The modified travel demand model was used to distribute and assign project traffic to Burbank streets, and the output from this modified model was used to identify significant traffic impacts in the City of Burbank under the Alternative Impact Analysis.

EXHIBIT A

By way of a letter transmitted to the project consulting team in December 2009 (attached hereto), City of Burbank staff acknowledged that the modified model methodology, study area, network and zone structure, background socio-economic data and forecasts, traffic counts, and other data had been developed in accordance with Burbank's policies for project traffic studies. It should be noted that the City has identified errors in the cumulative projects list included in the DEIR (DEIR Exhibit E – Transportation Study, Table 10: Trip Generation Estimates for Cumulative Projects, page 96) including a mischaracterization of the expected development of major studio campuses with large, un-built development entitlements. However, through the collaborative modeling process conducted for the Burbank-specific Alternative Impact Analysis, the City acknowledges that all cumulative projects reasonably foreseeable in the City of Burbank have been accounted for in the travel demand model land use assumptions, even if they are incorrectly listed in the Cumulative Projects table. The Cumulative Projects table should be corrected to accurately reflect the numbers used in the analysis.

While the City endorses the modified travel demand model as a tool for identifying impacts and developing mitigations for the Universal Evolution Plan, it does not necessarily endorse model inputs, including but not limited to project trip generation and trip reductions. Comments regarding the trip generation assumptions used for the DEIR are included below.

2. Trip Generation / Transportation Demand Management Credits

The City believes that the trip generation derived for the retail and housing portion of the project is too low given the size and type of proposed uses, the relation of these uses to existing and planned transit networks, the demographics of the users of the proposed uses, and the guidelines presented in the Institute of Transportation Engineers *Trip Generation Handbook*. In particular, a number of credits for pass-by, walking, and internal capture on the retail portion of the project are too aggressive given the project characteristics. First, the study uses the trip generation rate for "Shopping Center" when estimating trips for the neighborhood and community retail uses, which total approximately 145,000 square feet. The ITE Shopping Center describes retail centers that combine multiple tenants into a common facility that is managed as a single development. The study uses the ITE average rate for these uses, when the ITE *Trip Generation Handbook* recommends that the fitted curve be used instead. Using the fitted curve instead of the average rate would yield nearly twice as many trips in the PM peak hour, and approximately 50 percent more daily trips for the retail uses.

In addition, a number of trip credits are taken from basic trip generation to account for factors like pass-by trips, internal capture trips, and non-motorized trips. The City believes that application of these credits on top of the already-low trip generation for the retail uses severely undercounts the trip generation. First, ITE provides an average pass-by trip generation credit of 34 percent for shopping centers, while the traffic study applies a 40 to 50 percent credit. This is compounded with an additional credit for walking/cycling/internal capture trips that is inappropriate for the proposed uses, especially since the use of the shopping center rate (instead of explicit ITE rates for retail, restaurant, and other uses commonly found in a shopping center) already implies internal capture of trips due to the nature of a shopping center use. Because these large credits are compounded on top of an already-low trip generation rate (from the average rate instead of the fitted-curve rate), the City believes the trip generation is

underestimated. Finally, it is possible that on top of these credits an additional Transportation Demand Management (TDM) credit was taken on the community and neighborhood retail portions of the project, although this is not clear from the study (DEIR Appendix E – Transportation Study Table 19 – Proposed Project TDM Program, page 287).

The City also disagrees with the trip generation reduction claimed for the TDM program that is proposed to reduce the project's trip generation. In particular, the study is applying a 20 percent TDM reduction on 1,874 of the 2,937 new housing units proposed for the project. This is an extremely aggressive TDM reduction for housing units in Los Angeles, especially if the housing is targeting upper-income households, requires bus-to-rail transfers, and includes multiple free parking spaces for each housing unit. Other than the provision for free transit passes and a marginal proximity to the Metro Red Line (requiring either a long walk or a bus transfer), there is virtually no incentive for the residents of the housing units in the proposed project to shift to bus or rail. The City suggests that if an aggressive TDM reduction be proposed that it be coupled with equally-aggressive TDM measures such as parking pricing or unbundled free parking, reduced parking ratios (e.g. provide one space per unit), or direct proximity to the Metro Red Line Subway, Metro Rapid bus, or other high-capacity bus services. As proposed, the layout of the residential units in relation to transit amenities and the lack of any true disincentives to driving will not result in a 20 percent trip generation reduction on the housing portion of the project.

These comments also apply to the 25 percent TDM reduction on the office component, especially with regard to the large amounts of parking being provided to office workers. Like the residential, there is little incentive to utilize transit if abundant parking is being provided on site.

The project proposes a phased project implementation that conditions development of future phases based on completion of mitigation measures and monitoring of actual trip generation of prior phases. The City requests that traffic monitoring infrastructure be built into roadway improvements that serve the new project phases so that adequate, real-time sampling of traffic volumes of the project can be captured (e.g. installation of loop detectors in project access points and driveways to monitor actual trip generation of the project). This monitoring equipment can be used to verify any trip generation assumptions included in the analysis.

3. City of Burbank Alternative Impact Analysis Methodology

The City of Burbank Alternative Impact Analysis (DEIR Appendix E – Transportation Study Appendix F: LOS Worksheets and Impact Analysis Other Jurisdictions) indicates that the City's Interim Traffic Study Guidelines (City of Burbank, November 2007) were used to conduct traffic impact analysis under the Alternative Impact Analysis. However, the Significant Impact Criteria described on page F-4 of the Transportation Study Appendix F does not match the criteria outlined in the City's Interim Traffic Study Guidelines. In general, the City's thresholds mirror those of the City of Los Angeles, except that the threshold for intersections at LOS F is more stringent than the City of Los Angeles. The City requests that the intersection impact analysis be reviewed to determine that it is consistent with the City of Burbank Interim Traffic Study

Guidelines, or at a minimum conform to the City of Los Angeles significance thresholds (which are substantially similar to the City of Burbank).

4. Traffic Signal Improvements

The project has proposed to mitigate certain intersection traffic impacts through improvements to traffic signal infrastructure in the City of Burbank. The project proposes to connect a number of existing traffic signals to Burbank's Citywide Signal Control System (CSCS) through hardware upgrades to improve overall vehicle capacity by three percent over existing conditions. The City generally approves of this approach to increase capacity (versus implementing roadway widening) but the project mitigations do not specify the actual signal improvements that would be implemented to achieve this capacity credit.

The City has identified the improvements necessary to achieve an increase in capacity at the project study intersections identified, and has itemized these improvements and estimated their cost. In general, the City has identified physical hardware upgrades (controllers, poles, conduit, etc.) as well as necessary software and timing improvements (master control software, development of timing plans, data collection) to achieve this capacity increase. These improvements and present-day cost estimates are as follows:

- **Pass at Verdugo (Intersection #75, B-27):** Fully modify the traffic signal at this intersection for approximately $200K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1500 feet of conduit and fiber optic cable at a cost of $75K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $281K

- **Evergreen at Riverside (Intersection #77, B-28):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at 134 E/B off-ramp (Intersection #78, B-29):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring 1200 feet of conduit and fiber optic cable at a cost of $25K and the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $81K

- **Pass at Alameda (Intersection #79, B-30):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to

Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.

- Cost: $56K

- **Pass at Riverside (Intersection #80, B-31):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Pass at Olive (Intersection #81, B-32):** Modify the traffic signal at this intersection for approximately $100K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost $106K

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Alameda at Hollywood Way (Intersection #84, B-35):** Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $6K

- **Olive at Hollywood Way (Intersection #86, B-36):** Fully modify the traffic signal at this intersection for approximately $250K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network including the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $256K

- **Olive at Riverside (Intersection #87, B-37):** This intersection requires minor traffic signal modification for approximately $50K. Connect this intersection to the City of Burbank's Traffic Management Center's (TMC) fiber optic network requiring the necessary fiber to Ethernet communication equipment including an ATC Traffic controller for a cost of $6K.
  - Cost: $56K

The City has identified additional signal improvements at one smaller signalized intersection and two roadway corridors within the project study area. These locations were not identified as being impacted in the study, but are located between and adjacent to impacted intersections. The City believes that improvements at these locations are needed to achieve the three percent capacity credit at the adjacent, impacted intersections. These improvements are identified below.

- **Pass at Oak (this intersection was not identified in DEIR as impacted):** This intersection is located within a corridor of five impacted study intersections. The City believes that coordination at this intersection is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. The existing traffic signal at this intersection should be fully modified for approximate cost of $200K.
  - Cost: $200K

- **Pass Avenue between 134 and Verdugo (not identified in the DEIR):** This intersection is located within a corridor of five impacted study intersections. Staff believes that interconnection on this portion of the corridor is required to achieve a capacity credit at the adjacent impacted intersections of Pass at Verdugo, Pass at EB 134, Pass at Alameda, Pass at Riverside, and Pass at Olive. This corridor segment should be interconnected to provide and enhance coordination.
  - Cost: $500K

- **Verdugo between Hollywood way and Buena Vista (not identified in the DEIR):** Staff believes since this segment connects to an impacted corridor, it should be interconnected to provide and enhance coordination.
  - Cost: $250K

The City has also identified a need to provide better inter-jurisdictional traffic signal coordination along the Barham/Olive corridor between the City of Burbank and the City of Los Angeles. This corridor includes a number of impacted intersections. Enhanced inter-jurisdictional coordination is required to realize the capacity credits applied to intersections in this heavily-travelled corridor.

- **Burbank TMC and LADOT through Olive and Barham: (not identified in the DEIR):** Staff believes that since this segment is along an impacted corridor, it should be interconnected between the two cities with ITS equipment (conduit fiber, Dynamic Message Signs, control hub station, network equipment & misc) to provide and enhance coordination.
    - Cost: $500K

Finally, the City believes that the following system hardware, software, and timing resources are needed to fully interconnect the intersections identified in the study as being impacted by the project. The following additional improvements are identified to achieve the three percent capacity credit identified at many of the impacted study intersections in Burbank.

- **Timing Plan Study:** Lump sum of approximately $150K
    - Cost $150K
- **Adaptive Traffic Control System**
    - Software Upgrade for $200K
    - Hardware (Vehicle detection system placement) for $500K
    - Hardware (Controller Upgrade) for $100K
    - Cost $800K

The total cost for the above traffic signal improvements (in 2010 dollars) is approximately **$3.6 million.** It should be noted that these cost estimates are based on current design and construction cost experience. The actual costs borne by the proposed project would be adjusted based on market conditions that exist when the project scope is finalized and the improvements are constructed.

5. Physical Improvements

The study has identified a number of physical improvements to mitigate project impacts in Burbank. These improvements include roadway intersection restriping, widening, parking removal, and sidewalk narrowing to add roadway capacity in the project area. These improvements have been proposed in response to both the primary, project-wide traffic analysis as well as the secondary, Burbank-specific supplemental analysis that was requested by the City. In some cases these physical improvements are accepted in concept, but the implementation of the improvements is not within acceptable engineering standards (e.g. narrow lanes, reduced-width sidewalks). In other cases, the improvements would reduce on-street parking or restrict turning movements. In some cases these improvements cannot be supported by the City given the Burbank City Council's policy direction with regard to street widening and parking removal. Detailed comments on each proposed physical improvement are described below.

- **Evergreen at Riverside (Intersection #77, B-28):** The study identifies that that the applicant or its successor should widen the south side of Riverside immediately west of the intersection to provide dual Right Turn Lanes. Widening streets and removing on-street parking in order to increase intersection capacity at this location would not be supported by the City due to policy direction about pa rking removal and roadway

widening. This improvement is also not currently identified by the City as a necessary long-range transportation improvement. The City requests that the project consulting staff work with City staff to identify an alternative physical improvement and, if no acceptable improvement is identified, to identify this intersection as an unmitigatable project impact.

- **Pass at Alameda (Intersection #79, B-30)**: The study identifies that that the applicant or its successor should widen the north side of Alameda immediately east of intersection to allow an exclusive west bound 10-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. Removing on-street parking in order to increase intersection capacity at this location would not be supported by the City due to policy direction regarding parking removal on City streets.

  In addition to the above, the study recommends prohibiting northbound left turns at this intersection. The purpose is to extend the dual southbound Left Turn Lanes on Pass approaching Riverside. The City does not support this recommendation. If the prohibition is put in place it will make it very difficult for drivers on northbound Pass to get to destinations to the west and provides no reasonable alternatives for drivers to access westbound Alameda beyond the turn restriction. It is also not clear if secondary impacts from this turn prohibition on other intersections to the north of the intersection were analyzed. The City requests the project consulting staff work with City staff to identify an alternative physical improvement at these locations and, if no acceptable improvement is identified, to identify this intersection as an unmitigatable project impacts.

- **Pass at Riverside (Intersection #80, B-31):** The study identifies that that the applicant or its successor should widen and remove on-street parking along the south side of Riverside, immediately west of intersection to allow an exclusive east bound 11-foot right turn lane, even though the minimum acceptable curb-lane width is 12 feet. Widening streets and removing on-street parking in order to increase intersection capacity at this location would likely not be supported by the City Council given prior policy direction with regard to parking removal and roadway widening. The City requests the project consulting staff work with City staff to identify an alternative physical improvement and, if no acceptable improvement is identified, to identify this intersection as an unmitigatable project impact.

- **Pass at Olive (Intersection #81, B-32):** The study identifies that the applicant or its successor widen Olive Avenue to provide dual left turn lanes northbound, three through lanes in each direction, and modify the traffic signal to accommodate this change. This improvement is on the City's long-range transportation plans and is identified as a mitigation measure for another development project in the City of Burbank. However, the study proposes a total of eight 10-foot lanes, including curb lanes, in this stretch of Olive Avenue with a horizontal curve with high rate of speed and reduced sidewalk width. This concept this is not acceptable as it introduces hazardous roadway geometry. The improvement as identified on the City's long-range plans assumes that additional right-of-way is required to construct this improvement from adjacent properties to

maintain acceptable lane and sidewalk widths. The City requests that the project consultant staff work with City staff to identify an improvement design that would accommodate acceptable lane and sidewalk widths and identify the required right-of-way needed for the improvement.

- **Olive and Warner Brothers Studio Gate 2/Gate3 (Intersection #83, B-33).** The study does not address the existing on-going conflicts due to the steady flow of vehicles on Olive Avenue blocking the crosswalk on the south side. The City requests the project consulting staff work with City staff to identify an improvement to this conflict and, if no acceptable improvement is identified, to identify this intersection as an unmitigatable project impact.

- **Olive and Warner Brothers Studio Gate 1/Lakeside (Intersection #83, B-34):** The study identifies a need to restripe the eastbound direction to provide an exclusive eastbound Right Turn Lane and shared through and Left Turn Lane in that direction. This improvement can be constructed in existing street-widths with minimal effects to on-street parking.

- **Alameda at 134 W/B on-ramp (Intersection #164, B-38):** The study identifies a need to install a traffic signal at the 134 W/B on-ramp west of Hollywood Way and interconnect it with the existing traffic signal at intersection of Alameda and Hollywood Way. However, the level of service analysis for this intersection and the proposed improvement do not consider changes in roadway configuration due to the new westbound 134 on-ramp at Hollywood Way that is under construction and expected to open in April 2011. The City requests that the study be revised to account for the pending ramp improvement and intersection geometry at this location. The City can provide the planned intersection configuration to the project applicant.

6. Consideration of Previously-Entitled Development Projects and Mitigations

The Burbank Alternative Impact Analysis includes project traffic impact analysis under two future roadway scenarios. In the first scenario, only future, funded roadway improvements are considered to be in place by the project horizon year. In the second scenario, the City's long-range transportation improvements are also assumed to be constructed by 2030. These improvements include intersection and signal projects that are identified in the City's long-range infrastructure blueprint as well as improvements identified as mitigations for entitled developments for the three major studio campuses in the Media District. While these two alternative analyses are included to show traffic impacts under both scenarios, the DEIR does not describe how differences in the impacts under both of these scenarios affect the sequencing or coordination of project mitigations with previously-planned long-range improvements. It also does not clearly describe how the project may need to mitigate intersection impacts if improvements are required that are shared by both the proposed project and previously-entitled projects in Burbank.

7. Transit Improvements

The proposed project includes funding of a shuttle system to integrate the project with the surrounding transit network. This system is used to justify the aggressive TDM reductions to the project's trip generation. This system is proposed to connect the outlying portions of the project (such as the residential and retail component near Barham Boulevard and Forest Lawn Drive) to the denser core of the existing and proposed office and studio uses. This system is also proposed to connect the project to the Metro Red Line subway, the Hollywood district of Los Angeles, and the Media District and Downtown areas of Burbank.

The City believes that this shuttle system needs to be a traditional, fixed-route service both within the project site as well as along the corridors that serve Burbank and Hollywood. An on-call, demand-responsive system would not be effective in shifting the project's employees, visitors, and others to transit because the on-call system requires too much advance planning and transfer times to make this system effective. The City believes that the shuttle service should provide 15-minute peak period and 30-minute off-peak service on a fixed route with local stops within and outside the project site, and with a published, fixed schedule. Further, this system should be branded as a service included in one of the existing transit systems (such as Metro, LADOT, or BurbankBus) rather than a standalone, Universal-branded shuttle with little recognition to infrequent or new transit riders. Branding the service as part of the larger region will help increase its awareness as another transit resource amongst existing bus, rail, and commuter rail systems.

The City believes that the system should add additional connectivity to the regional bus transit network to help shift the project's trips to transit. The shuttle service should provide a through-connection between outlying endpoints rather than providing separate shuttle routes that converge at the proposed transit hub near Barham Boulevard and Lakeside Drive. For example, the service should instead run from either Downtown Burbank to Hollywood (through the project site) or from Downtown Burbank to the Universal Metro Red Line Station (through the project site) so that new regional transit connections are established in addition to service to the project. In particular, the Burbank-to-Hollywood route could provide a transit alternative to the congested Barham corridor while still connecting the residential portion of the project to two major trip destinations.

Finally, the City believes that proposed roadway improvements should complement the proposed transit improvements to improve transit travel times relative to auto travel and encourage shifts to transit. Consideration should be given to implementing the proposed third through lane on Barham Boulevard as a transit-only lane (similar to the Wilshire Boulevard bus lanes) rather than a mixed-flow lane. Given the tremendous latent demand for vehicle travel in the Barham corridor, a new mixed-flow lane will do nothing to improve travel times for vehicles, but reserving it for transit vehicles could provide a improvement to bus travel times and make transit trips in the corridor more attractive. Consideration should also be taken to implement this odd-numbered fifth through lane as a reversible lane to accommodate directional AM and PM travel flows. In addition, implementation of the proposed interior "east-west spine road" should provide for transit infrastructure such as pre-emption, queue jumps, and other measure to improve transit flow in the project site.

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There are library and park facilities located in the City of Burbank near the project site. In some cases these facilities may be more convenient and/or desirable for project tenants than comparable facilities in the City or County of Los Angeles. To use a specific example, the City of Burbank's Buena Vista Branch Library, located at 300 North Buena Vista Street, is the closest library to the project site of any jurisdiction, and probably the most convenient to access. Further, the Buena Vista Branch Library is larger than the two closest City of Los Angeles libraries that are cited in the DEIR (North Hollywood and Goldwyn), with 28,000 square feet and over 184,000 volumes. Since Burbank's facility is closer, more convenient, and offers greater selection than the Los Angeles City or County libraries discussed in the DEIR, it is possible that there may be greater impacts on Burbank's Buena Vista Branch Library than other libraries discussed in the DEIR. While the proposed mitigation measure to locate a branch library on the project site may mitigate some of this impact, the limited size and number of volumes that will be found at that library will mean that many residents will still need to travel off-site for more complete library services.

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Similarly, the DEIR focuses its discussion of police impacts on the Los Angeles Police Department and Los Angeles County Sheriff's Department, and primarily focuses on on-site crime and policing issues. However, the proposed project would result in a substantial number of additional vehicles using streets in the City of Burbank. Many of these drivers will stop to shop or conduct business on their way through Burbank. The additional traffic and people will lead to increased demand for police services in Burbank as a result of traffic infractions, accidents, and criminal activity. This will impact the Burbank Police Department and may affect its ability to continue providing the same levels of service to the Burbank community. The EIR

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should discuss the potential impacts on the services of all affected police departments and not just the Los Angeles Police Department and Los Angeles County Sheriff's Department.

Thank you in advance for your attention to the concerns raised in this letter. Should you have any questions or concerns, please contact me at (818) 238-5250 or mforbes@ci.burbank.ca.us.

Sincerely,
Community Development Department

Michael D. Forbes
Assistant Community Development Director / City Planner

cc: Honorable Mayor and Members of the Burbank City Council
Michael Flad, City Manager
Dennis Barlow, City Attorney
Greg Herrmann, Community Development Director

Letter No. 28

Jon Foreman <jon.foreman@lacity.org>

Request for Extension of Draft EIR Comment Period

1 message

Forbes, Michael <MForbes@ci.burbank.ca.us> **Wed, Nov 17, 2010 at 9:31 AM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Dear Mr. Foreman,

Attached please find a letter from the City of Burbank requesting an extension of the comment period for the Draft EIR for the NBC Universal Evolution Plan. If you have any questions or concerns, please contact me via email or at 818-238-5250. Thank you for your consideration of this request.

Michael Forbes

Michael D. Forbes, AICP

Asst. Community Development Director / City Planner

City of Burbank | Planning & Transportation Division

818.238.5250 | 818.238.5150 fax

www.burbankusa.com/planning

request for comment period exension.pdf
842K

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

November 17, 2010

Jon Foreman
Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, California 90012

Re: Request for Extension of Comment Period for NBC Universal Evolution Plan Draft Environmental Impact Report

VIA ELECTRONIC MAIL TO JON.FOREMAN@LACITY.ORG

Dear Mr. Foreman:

The City of Burbank respectfully requests that the City of Los Angeles consider extending the comment period for the Draft Environmental Impact Report (EIR) for the NBC Universal Evolution Plan. Burbank recognizes and appreciates Los Angeles' decision to provide a 60-day comment period for the Draft EIR in lieu of the minimum required 45-day period. Burbank also acknowledges that the California Environmental Quality Act Guidelines state that Draft EIR review periods should not be longer than 60 days "except under unusual circumstances" (Section 15105).

Burbank believes that unusual circumstances apply in this situation given Los Angeles' decision to include the entire holiday season within the 60-day comment period. The period from late November until the end of December is typically a very busy time as people prepare for and celebrate the holidays. City staff members are typically out of the office for several days during this time and are unable to devote the needed effort to reviewing a Draft EIR of this volume for a project of this magnitude. The general public is busy making holiday preparations and cannot reasonably be expected to devote the necessary time to review the document at this time of year. Los Angeles' decision to make the comment deadline the first business day of the new year effectively shortens the comment period since government agencies will realistically need to have their comment letters completed well before the actual deadline due to holiday and vacation schedules.

A project of this size and scope has the potential to impact Burbank and its residents and businesses. In the interest of ensuring that the City of Burbank and the Burbank community, as well as other government agencies and members of the public, have adequate time to thoroughly review the Draft EIR and provide thoughtful comments, the City of Burbank requests that the comment period be extended, at a minimum, an additional 15 days until January 18, 2011. Thank you for your consideration of this request.

Sincerely,
Community Development Department

Michael D. Forbes

Michael D. Forbes
Assistant Community Development Director / City Planner

cc: Honorable Mayor and Members of the Burbank City Council
Michael Flad, City Manager
Dennis Barlow, City Attorney

Letter No. 29

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR - NBC Universal Evolution Plan

1 message

Gabriel Salazar <gabriels@ci.commerce.ca.us> **Mon, Jan 3, 2011 at 4:33 PM**
To: jon.foreman@lacity.org

Jon,

Staff has determined that the City of Commerce does not have any comments or concerns regarding the project.

Thank you!

Gabriel

Gabriel R. Salazar

City of Commerce | Planning Division

T: (323) 722-4805 Ext. 2810 | F: (323) 838-4240

E: gabriels@ci.commerce.ca.us

Office Hours: Monday, Wednesday, and Friday 8am-6pm

Letter No. 30

Anne Rifat Real Estate, Inc.
6858 Los Altos Place, Hollywood, CA 90068 phone: 323.850.5540, fax: 323.850.5520
Mailing address: PO Box 70, Hollywood, CA 90078
E-mail: annerifat@sbcglobal.net

February 3, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: ENV-2007-0254-EIR

Dear Mr. Foreman:

It was important to me that the environmental impact report for the NBC Universal plan outlined the significant investment the studio will make in transit improvements, beyond just widening and re-striping streets. I think the incentive program they will implement to encourage workers and residents to take public transit is a brilliant idea and one that people will appreciate. Getting more people out of their cars is a good way to go. We all spend too much wasted time in our cars with idling engines burning fuel, none of which helps the environment and our air quality.

Regards,

Anne Rifat

Anne Rifat
P.O. Box 70
Hollywood, CA 90078

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

C:\Documents and Settings\HP_Administrator\My Documents\Anne Rifat Real Estate, Inc\NBC Universal\NBC.Universal.doc

Letter No. 31

Jon Foreman <jon.foreman@lacity.org>

NBC development

1 message

Dennis J. Huang (ABA) <dennis@aba-la.org> **Thu, Jan 27, 2011 at 9:45 AM**
To: jon.foreman@lacity.org
Cc: Asian Business Association <info@aba-la.org>

Dear Jon,

On behalf of the Asian Business Association (ABA), I am writing to you to so express our **support for NBC Universal's proposed development** at Universal City as the most significant infill project in Los Angeles history and a cornerstone in ensuring a vital and sustainable 21st century community and economy for our region.

Please see attached for official letter of support.

Dennis J. Huang

Executive Director

Asian Business Association

120 S. San Pedro Street, Suite 523

Los Angeles, CA 90012

(213) 628-1ABA

(213) 628-3222 fax

dennis@aba-la.org

www.aba-la.org

Upcoming events:

1/26 eMentoring Kick off Reception *sponsored* by Wells Fargo

2/16 Membership *Drive* at Toyota Museum and Announcement of Webinar Series *sponsored* by Verizon

3/28 13th Annual Golf Tournament at Angeles National Golf Club

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ABA supports NBC development.pdf
328K

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ASIAN
BUSINESS ASSOCIATION

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Dennis J. Huang

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27 January 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal Evolution Plan -- #ENV-2007-0254-EIR

Dear Mr. Foreman:

On behalf of the Asian Business Association (ABA), I am writing to you to so express our support for NBC Universal's proposed development at Universal City as the most significant infill project in Los Angeles history and a cornerstone in ensuring a vital and sustainable 21st century community and economy for our region.

Asian Business Association is the premiere non-profit organization that serves the needs of Asian Pacific Islander business owners and professionals. ABA has been proactively assisting these businesses gain access to economic opportunities and advancement since 1976. ABA has an active membership base of over 500, and offers programs to help these businesses grow. Furthermore, ABA offers a platform for corporations to reach Asian business owners and professionals throughout Southern California.

As the largest project of its kind in the United States, NBC Universal's plan represents a committed development investment of $3 billion that will not only provide much needed economic benefits, but elevate and enhance the region's status as a dynamic entertainment center, and responsibly maximize opportunities to accommodate anticipated regional needs for new jobs, transportation, and economic growth.

With the entertainment and tourism sectors key drivers of our regional economy, this project will amplify growth opportunities by providing a dynamic visual gateway for the visitor experience, providing a variety of entertainment and tourism jobs, boosting an already premier Southern California attraction, and creating additional jobs in these important segments of the regional economy in close proximity to existing jobs, transit and housing opportunities.

As analyzed in the Draft EIR, the project is anticipated to result in the creation of 31,000 construction jobs, and is expected to add 12,000 full- and part-time jobs in a variety of industries, including entertainment and tourism, after completion. The 391-acre project site is expected to include nearly 3,000 residential units, neighborhood shops and restaurants, additional studios and offices for producing movies and television shows, as well as a hotel, parks and open space, community service facilities, shops and tourist attractions.

This pedestrian-friendly, mixed-used project represents a responsible, prudent and forward-thinking approach to development by accommodating existing community concerns, maximizing housing to meet regional needs - consistent with the City and County General Plans and the SCAG's Regional Housing Needs Assessment – and capitalizing on the proximity to existing employment, infrastructure and services, and major transit corridors.

The impact on the residential communities located around the proposed project has been factored across all project areas including aesthetics and views, public services, public safety, air quality, and transportation. Toward this end, NBC Universal is committing $100 million in transit and roadway improvements including a new north-south street running parallel to Barham Boulevard and served by shuttle buses to the subway stop on Lankershim Boulevard, a new ramp and a new interchange on the 101 Freeway, which would also be widened. From this investment, as much as $200 million more in state and federal transportation funding could become available for freeway improvements.

It is clear that this proposed project is precisely the kind of well thought-out development that our region needs and holds invaluable potential for elevating our economy and quality of life. With a strong track record of responsible stewardship and economic and community commitment and involvement, NCB Universal is proposing an accountable development that addresses a variety of concerns including traffic.

Asian Business Association urges the City and County of Los Angeles to take the steps necessary to help bring this project to fruition, including approval of the project EIR and annexation/detachment objectives to establish jurisdictional boundaries.

Thank you,

Dennis Huang

Dennis J. Huang
Executive Director

CC: Mayor Antonio Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

120 S. San Pedro Street, Suite 523 | Los Angeles, CA 90012 | T (213) 628-1ABA | F (213) 628-3222 | info@aba-la.org | www.aba-la.org

Coalition to
BanBillboardBlight **Defending the Visual Environment**

2700 Military Ave., Los Angeles, CA 90064
310.386.9661

info@banbillboardblight.org
www.banbillboardblight.org

Case No. ENV-2007-0254-EIR
Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 273-A
Los Angeles, California 90012

Dear Mr. Foreman:

The Coalition to Ban Billboard Blight represents individuals, homeowners associations, civic organizations, and other community groups in the city of Los Angeles. Our mission is to advocate for public policies, regulations, and decisions that protect the city's visual environment from a proliferation of outdoor advertising. The following comments on the referenced DEIR are limited to sections concerning visual qualities and the impacts of signage.

The referenced DEIR for this project fails to identify significant environmental impacts associated with signage, and fails to propose adequate mitigations for the impacts it does identify. These impacts, discussed below, fall into the categories of aesthetics, traffic safety, and light trespass. The DEIR also fails to address the issue of the cumulative impact of signage that could result from extensive signage proposed by other projects in the area, most notably the adjacent Metro Universal project. And finally, the DEIR fails to acknowledge a conflict that would occur between a proposed sign district and an existing specific plan in the area. We urge rejection of the DEIR until it is revised to identify all significant impacts and propose effective mitigations.

A. AESTHETICS, TRAFFIC SAFETY, LIGHT TRESPASS Note: Some of the signage may cause impacts in all three categories, while others may only relate to one or two of the categories.

Aesthetics

1) The Lankershim Edge Sign District proposes to allow five electronic message signs of up to 1,000 sq. ft. each and six supergraphic signs with the commercial message limited to 500 sq. ft. but no overall size limit. The adjacent Studio Administration Sign District proposes to allow five electronic message signs up to 1,000 sq. ft. and three supergraphic signs with the same limits as above. This means 10,000 sq. ft. of brightly-lighted electronic advertising for products and services along heavily-traveled Lankershim Blvd.

and just a few hundred feet from the Hollywood freeway, plus supergraphic signage that would be limited to 3,500 sq. ft. for commercial content but allowed to be limited in overall size only by the height and width of the building to which the signs are attached. Thus, at a bare minimum there would be almost 14,000 sq. ft. of outdoor advertising in a concentrated area, or the equivalent of at least 20 full-sized billboards.

Both supergraphic and electronic message signs have been controversial in Los Angeles and other parts of the country for their intensive impact on the visual environment and aesthetics of a city's landscape. In fact, the city council recently banned any new supergraphic signs within the Hollywood sign district, in large part because of the public outcry and myriad complaints about how these signs obscure architecture and dominate their surroundings with sales pitches to a captive audience of motorists and pedestrians. Likewise, electronic billboards have caused a public outcry from the moment they first appeared three years ago, because of the way the quality and intensity of their ads dominate their surroundings.

2) Two proposed signs, a double-faced sign at Cahuenga Blvd. and Universal Studios Blvd., and a single-faced sign at Barham Blvd. and Buddy Holly Drive, pose significant impacts upon the aesthetics of the surrounding area. These signs, proposed to be electronic and contain off-site advertising, could be up to 1,000 sq. ft. per face and 30 ft. high. Again, this kind of electronic signage would dominate the surroundings, as well as be visible from a considerable distance, particularly for those living in the live-work lofts west of the 110 freeway, and the residential areas west of Cahuenga Blvd.

3) The Universal City Town Center Sign District adjacent to Barham Blvd. proposes to allow up to eight wall signs of 500 sq. ft. displaying off-site advertising. Combined with the areas above, this makes a total of more than 20,000 sq. ft. of new advertising signage that could display ads to motorists, pedestrians, and nearby residents for fast food, movies and TV shows, beer and liquor, automobiles, and other products and services.

This signage represents a huge negative impact to the aesthetics of the area, and some would be visible from residential areas as well as to people using Weddington Park, which is antithetical to the very idea of a park as sanctuary from the urban environment. The DEIR recognizes this impact as significant, but argues that streetscape improvements and the development of new buildings would adequately offset the adverse impacts from the supergraphic and off-site signs. In fact, as stated above, much of the architecture of the new buildings would actually be obscured by the signs, and the visual environment would be dominated by advertising. There is no serious demonstration that sidewalks, benches, and other streetscape amenities lessen the impact of being confronted at every turn by multi-story advertising images. While new buildings and streetscape improvements may indeed improve upon the existing aesthetics of the area, there is no reasonable way to argue that this fact mitigates the introduction of thousands upon thousands of square feet of multi-story advertising for products and services. Until real mitigations are proposed, this DEIR should be rejected.

Traffic Safety

The potential negative impact of electronic advertising signs has been raised numerous times, most recently in a 2009 study commissioned by the Association of State Highway and Transportation Officials. (Safety Impacts of the Emerging Digital Display Technology for Outdoor Advertising Signs) In addition, the Federal Highway Administration has been conducting a study of motorist distraction caused by electronic signs, and is expected to issue a final report later this year. However, scientific studies aren't needed to tell us that one of the attractions of electronic signs for advertisers is the attention-getting power of the signs, with their sharp, intense light and colors. There is nothing in the DEIR that addresses this issue, even though some of these signs will be directly in the view of motorists on Cahuenga Blvd, Barham Blvd., and probably on Lankershim Blvd., although exact locations in the latter area are not specified. This is a very serious issue in the area of Lankershim Blvd. because of the heavy volume of pedestrian traffic, and the danger posed to those pedestrians by any distractions to drivers. The impact of electronic signage on traffic safety in other project areas is impossible to ascertain because the location and orientation of the signs isn't specified. But the failure of the DEIR to recognize this impact is a serious flaw and no EIR should be certified without it.

Light Trespass

The DEIR states that the impacts of brightness and light trespass upon residential areas would be less than significant because of lighting regulations and restrictions on signage. With regard to electronic signs, a major potential source of light trespass, the restrictions include a lighting limit of three footcandles between sunset and 10 p.m. and two footcandles between 10 p.m. and 2 a.m., with the signs off between 2 a.m. and 7 a.m. The lighting would be measured at the nearest residential property line.

This mitigation is completely inadequate. The L.A. Municipal code has long had a two foot-candle limit for billboards, but this was developed to limit light trespass from conventional billboards and other static signs, and fails to account for the effect of digital billboards and other forms of electronic message signs. That failure has been amply demonstrated over the past several years with the conversion of a number of conventional billboards to digital in proximity to residential properties. Even though readings taken from some of those properties were within the 2.0 footcandles limit, the quality and intensity of the light was much more distracting and annoying to residents than a conventionally lighted billboard. In addition, it is reasonable to assume that the electronic message signs in this project will be changing at some interval, and the experience with billboards shows that this change creates a change in the illuminance some distance from the sign, creating something akin to a constant flicker that proved to be highly annoying and disturbing to residents of nearby homes and apartments.

Many jurisdictions, including such large cities as Baltimore and Kansas City, limit light level measured at residential property lines to 0.5 footcandles, in recognition of the fact that not only is two footcandles much too high, it doesn't account for the increased intensity of lighting from LED's and other electronic devices. In fact, jurisdictions dealing with the regulation of electronic signs are increasingly finding it more effective to limit the

luminence of the sign itself, rather than the amount of light falling at a particularly property line. This luminence can be measured with precision instrumentation, and limited to a figure that has been shown by expert lighting studies to mitigate the adverse affects of light at a particular distance from a sign.

B. CUMULATIVE IMPACTS OF SIGNAGE

The California Environmental Quality Act requires the evaluation of negative impacts not only from the development in question, but from both existing and future developments in the same area. In the case of the Universal Evolution project, the DEIR has failed to adequately evaluate and propose mitigations for these negative impacts as related to signage. This is particularly relevant in view of the adjacent Metro Universal project, in which more than 50,000 square feet of electronic and supergraphic advertising signage has been proposed. These two projects together would have a huge impact on the immediate area in terms of traffic safety and light trespass, and would have a negative impact on aesthetics and visual quality of a wide area. The DEIR should be rejected for its failure to acknowledge and propose any mitigations for this very significant cumulative Impact.

C. CONFLICT WITH EXISTING SPECIFIC PLAN

The proposed City Specific Plan appears to overlap the existing Mulholland Scenic Parkway Specific Plan on the east side of the 110 freeway in the Barham Blvd. area. This fact is relevant to the proposed Universal City Barham sign at the intersection of Barham Blvd. and Buddy Holly Drive. While the Mulholland Plan does not directly address signage, it would seem that at 1,000 sq. ft. electronic sign with off-site advertising would hardly be compatible with one of the purposes of the plan, which is "To reduce the visual intrusion caused by excessive lighting." In addition, it is clear that any structure such as the proposed sign would be required to go through the Mullholland plan's design review process for determination of compatibility with the scenic parkway environment. The DEIR should be rejected for its failure to acknowledge the Mullholland plan and the impacts as related to its regulations.

Sincerely,

Dennis Hathaway, President
Coalition to Ban Billboard Blight

Letter No. 32

Jon Foreman <jon.foreman@lacity.org>

Universal Evolution DEIR Comments

Dennis Hathaway <dennis@banbillboardblight.org> **Tue, Feb 1, 2011 at 12:14 PM**
To: jon.foreman@lacity.org

Hi Jon:

Please find attached comments.

Best,

Dennis

Dennis Hathaway

President, *Coalition to Ban Billboard Blight*

2700 Military Ave., Los Angeles, CA 90064

310-386-9661

Defend Our Public Spaces, Protect Our Visual Environment

www.banbillboardblight.org

Universal Evolution DEIR Comme nt.pdf
66K

Letter No. 33

Jon Foreman <jon.foreman@lacity.org>

Questions about Universal Evolution DEIR

Dennis Hathaway <dennis@banbillboardblight.org> **Mon, Jan 24, 2011 at 9:47 AM**
To: jon.foreman@lacity.org

Hi Jon:

I have a few of questions about the Universal Evolution DEIR that I hope you would be able answer before I submit my comments.

1) The City Specific Plan Area appears to overlap the Mullholland Scenic Parkway specific plan area. If this is true, what does it mean in terms of the signage entitlements, specifically, that 1,000 square ft. electronic sign at the corner of Barham Blvd. and Buddy Holly Way?

2) What is the status of the Metro Universal project? I couldn't find any mention of the supergraphic signage proposed for that project in the evolution DEIR, and it seems that there is a very significant cumulative impact of the two projects on the Lankershim Blvd. area and views to the west along Cahuenga and in Studio City.

3) Can comments be submitted by e-mail? If so, to your address?

Thanks very much,

Dennis

Dennis Hathaway

President, *Coalition to Ban Billboard Blight*

2700 Military Ave., Los Angeles, CA 90064

310-386-9661

Defend Our Public Spaces, Protect Our Visual Environment

www.banbillboardblight.org

Letter No. 34

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan ENV-2007-0254-EIR

Lois Becker/Mark Stratton <loismark@gmail.com> **Thu, Feb 3, 2011 at 10:57 AM**
To: jon.foreman@lacity.org
Cc: mayor@lacity.org, zev@bos.lacounty.gov, Councilman.Rosendahl@lacity.org, councilmember.labonge@lacity.org

Jon Foreman,

Attached please find a letter from Bel Air Skycrest Property Owners' Association (BASPOA) regarding the draft EIR for the NBC Universal Evolution Plan.

Thank you.

Lois Becker, President
BASPOA

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900K

Bel Air Skycrest
Property Owners Association
BASPOA

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February 3, 2011

Mr. Jon Foreman
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, California 90012

Re: NBC Universal Evolution Plan
Draft Environmental Impact Report
ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to you on behalf of Bel Air Skycrest Property Owners' Association about the NBC Universal Evolution Plan. Our foremost concern is the issue of consistency with a number of existing City and County plans, including the LA River and the City/County bike path plans – and also the Mulholland Scenic Parkway Specific Plan. These plans are all products of deep thought and long dialogue about the past, present and future of our city. Approval of a project that violates these plans sends a message that the "evolution" of NBC Universal/Comcast is more important than the evolution of Los Angeles.

The Santa Monica Mountains Conservancy letter addresses these issues far better (and in greater detail) than I can hope to do, and our community supports what has already been said. But I do want to add a few more words. As a Mulholland adjacent community, we are extremely concerned about preserving Mulholland's aesthetic and environmental character, from one end of the curvaceous corridor to the other, and about related issues of open space and of wildlife habitat throughout LA. If the Final EIR exempts the NBC Universal project from the Mulholland Scenic Parkway Specific Plan, with its strict requirements as regards grading, signage, lighting, and uses, it will be a huge disservice to our city, an attack on the always delicate balance between urban development and wilderness. So, too, if the Final EIR ignores the loss of open space and the indirect impacts of increased traffic on wildlife connectivity

through the Cahuenga Pass... Any of these would be precedent-setting blows from whose repercussions our mountains, their already endangered species, and our equally endangered quality of life might not recover.

Our community urges the Final EIR to reduce scale, mitigate impacts, and honor the planning vision of those who have gone before.

Yours truly,

Lois Becker, President
Bel Air Skycrest Property Owners' Association
3100 Corda Drive
Los Angeles, CA 90049

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilmember Bill Rosendahl
Supervisor Zev Yaroslavsky

Letter No. 35

BEVERLY GARLAND'S HOLIDAY INN

Mr. Jon Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
JAN 25 2011
BY: M Palazar

Subject: NBC Universal
ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to comment on the NBC Universal DEIR. I believe the report has carefully documented any potential impacts from the proposed project, but more important, it has outlined a comprehensive approach to integrating new development with existing neighborhoods, while investing in significant improvements at the same time.

According to the report, the NBC Universal project will be connected internally and externally. New production facilities, new homes, new jobs at its tourist attractions will be easily accessible by pubilc transit and private transportation management programs. At the same time, substantial improvements will be made to public infrastructure, such as new freeway ramps, improved intersections, and other upgrades to local streets. The value of these connections and improvements is measured in more than money. They will improve circulation not only on the project site, but for many miles around it.

It's hard to think of another major project which has offered such concrete benefits to the community, in ways which will directly improve the quality of life in surrounding neighborhoods. Since the City is unable to make these critically needed changes, the project ought to be approved quickly so this work can go forward.

Sincerely,

James Crank, Owner
The Beverly Garland Hotel
4222 Vineland Avenue
North Hollywood, CA 91602

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 36

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan -- #ENV-2007-0254-EIR

1 message

Judi Erickson <judi.erickson@bizfed.org> **Thu, Jan 20, 2011 at 8:11 AM**
Reply-To: Judi Erickson <judi.erickson@bizfed.org>
To: jon.foreman@lacity.org

January 21, 2011

Re: NBC Universal Evolution Plan -- #ENV-2007-0254-EIR

Dear Mr. Foreman,

On behalf of the Los Angeles County Business Federation (BizFed), representing 70 top business organizations with nearly 110,000 business owners across our region, we are writing to express our strong support for NBC Universal's proposed development at Universal City as the most significant infill project in Los Angeles history and a cornerstone in ensuring a vital and sustainable 21st century community and economy for our region.

Please see our attached letter of support for your consideration.

Submitted on behalf of

Thomas Flintoft
BizFed Chair ~ 2010

David Fleming
BizFed Founding Chair

Tracy Rafter
BizFed CEO

Judi

Judi Erickson
BizFed, Los Angeles County Business Federation
818.984.5080 ~ Judi.erickson@bizfed.org
www.bizfed.org
Grassroots alliance of 70 top LA County business groups
Mobilizing over 107,000 business owners

NBCU_Support_Ltr.pdf
146K

Los Angeles County Business Federation

Strengthening the Voice of Business

January 19, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan -- #ENV-2007-0254-EIR

Dear Mr. Foreman,

On behalf of the Los Angeles County Business Federation (BizFed), representing 70 top business organizations with nearly 110,000 business owners across our region, we are writing to express our strong support for NBC Universal's proposed development at Universal City as the most significant infill project in Los Angeles history and a cornerstone in ensuring a vital and sustainable 21st century community and economy for our region.

As the largest project of its kind in the United States, NBC Universal's plan represents a committed development investment of $3 billion that will not only provide much needed economic benefits, but elevate and enhance the region's status as a dynamic entertainment center, and responsibly maximize opportunities to accommodate anticipated regional needs for new jobs, transportation, and economic growth.

With the entertainment and tourism sectors key drivers of our regional economy, this project will amplify growth opportunities by providing a dynamic visual gateway for the visitor experience, providing a variety of entertainment and tourism jobs, boosting an already premier Southern California attraction, and creating additional jobs in these important segments of the regional economy in close proximity to existing jobs, transit and housing opportunities.

As analyzed in the Draft EIR, the project is anticipated to result in the creation of 31,000 construction jobs, and is expected to add 12,000 full- and part-time jobs in a variety of industries, including entertainment and tourism, after completion. The 391-acre project site is expected to include nearly 3,000 residential units, neighborhood shops and restaurants, additional studios and offices for producing movies and television shows, as well as a hotel, parks and open space, community service facilities, shops and tourist attractions.

This pedestrian-friendly, mixed-used project represents a responsible, prudent and forward-thinking approach to development by accommodating existing community concerns, maximizing housing to meet regional needs - consistent with the City and County General Plans and the SCAG's Regional Housing Needs Assessment – and capitalizing on the proximity to existing employment, infrastructure and services, and major transit corridors.

The impact on the residential communities located around the proposed project has been factored across all project areas including aesthetics and views, public services, public safety, air quality, and transportation. Toward this end, NBC Universal is committing $100 million in transit and roadway improvements including a new north-south street running parallel to Barham Boulevard and served by shuttle buses to the subway stop on Lankershim Boulevard, a new ramp and a new interchange on the 101 Freeway, which would also be widened. From this investment, as much as $200 million more in state and federal transportation funding could become available for freeway improvements.

It is clear that this proposed project is precisely the kind of well thought-out development that our region needs and holds invaluable potential for elevating our economy and quality of life. With a strong track record

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

of responsible stewardship and economic and community commitment and involvement, NCB Universal is proposing an accountable development that addresses a variety of concerns including traffic.

BizFed urges the City and County of Los Angeles to take the steps necessary to help bring this project to fruition, including approval of the project EIR and annexation/detachment objectives to establish jurisdictional boundaries.

Thank you for your consideration.

Sincerely,

Thomas Flintoft BizFed Chair LAX Coastal Area Chamber	David Fleming Founding Chair Latham & Watkins	Tracy Rafter BizFed CEO Rafter Group, Inc.

Cc: Mayor Antonio Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 37

Jon Foreman <jon.foreman@lacity.org>

CPPOA Response to EIR Case No. ENV-2007-0254-EIR

Bryce Lowery <bryce_lowery@yahoo.com> **Thu, Feb 3, 2011 at 4:24 PM**
To: jon.foreman@lacity.org
Cc: michael.logrande@lacity.org, Mariana.Salazar@lacity.org, kszalay@planning.lacounty.gov, TOM LABONGE <councilmember.labonge@lacity.org>, RENEE WEITZER <Renee.Weitzer@lacity.org>, DOUG MENSMAN <Doug.Mensman@lacity.org>, zev@lacbos.org, bsaltsman@bos.lacounty.gov, mayor@lacity.org, ED REYES <councilmember.reyes@lacity.org>, councilmember.Krekorian@lacity.org, DENNIS ZINE <councilmember.zine@lacity.org>, councilmember.koretz@lacity.org, RICHARD ALARCON <councilmember.alarcon@lacity.org>, BERNARD PARKS <councilmember.parks@lacity.org>, JAN PERRY <councilmember.perry@lacity.org>, HERB WESSON <councilmember.wesson@lacity.org>, BILL ROSENDAHL <councilmember.rosendahl@lacity.org>, GRIEG SMITH <councilmember.smith@lacity.org>, ERIC GARCETTI <councilmember.garcetti@lacity.org>, JOSE HUIZAR <councilmember.huizar@lacity.org>, JANICE HAHN <councilmember.hahn@lacity.org>, molina@bos.lacounty.gov, seconddistrict@bos.lacounty.gov, don@lacbos.org, fifthdistrict@lacbos.org, CPPOA_BOD@yahoogroups.com

Mr. Foreman,

Please find the Cahuenga Pass Propoerty Owners' response to EIR Case No. ENV-2007-0254-EIR.

Please contact me if you have questions or concerns. We look forward to hearing back from you and the applicant regarding our questions and comments.

Regards,

Bryce C. Lowery
President
Cahuenga Pass Property Owners' Association

CPPOA Response ENV-2007-0254-EIR.pdf
1346K

Cahuenga Pass Property Owners Association

Representing the Cahuenga Pass since 1952

February 3, 2011
Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR, Clearinghouse Number 2007071036
100 Universal City Plaza, Universal City, CA 91608

Mr. Foreman:

For over fifty years, the Cahuenga Pass Property Owners' Association (CPPOA) has represented the interests of owners and residents of both commercial and residential properties in the Hollywood Hills west of the 101 Freeway, north of Mulholland Drive, and south of Vineland Avenue. There are approximately 1500 homes and businesses in our hillside community. Many of our members work in the entertainment business or in ancillary occupations, so there is a predisposition to be in support of entertainment-related development. However, as our community will be one of those most significantly impacted by the proposed NBC Universal Evolution Plan, our Board of Directors has taken time to review the Plan's DEIR and this letter constitutes our official response. We submit these remarks to become part of the official record as well as part of the FEIR. Unless otherwise stated, please consider statements as well as questions to be in need of an appropriate response from the applicant.

Our concerns and questions are as follows:

Scale of DEIR:
The 39,000 page, twenty-seven volume DEIR for Universal Studios' twenty year Evolution Plan is an unwieldy document. A project of this scope and scale undoubtedly required years to conceptualize and extensive expertise to draft, yet the public, lacking similar resources, is provided only sixty days to read, absorb, understand, and respond to its contents. To ask communities to do so without the aid of professional consultations of equal caliber to the team that submitted this DEIR seems contrary to the fair and balanced process that we believe should guide transformations to our community.

It is especially unreasonable to release the document just prior to the winter holiday season when people are busy with the obligations of family and friends typical of the end of the year. We believe that denying the community an additional thirty days to compensate for pre-holiday release of the document was wrong. Why are resources not provided, either by the developer or the City or County, to assist the public in this process and why were additional days not granted to review this exceptionally large proposal?

Bifurcation

The Metro Universal and Evolution plans are, for all intents and purposes, one single project. The principal beneficiary is Universal. The principal user is Universal. The one-time property owner is Universal. Because of the proximity of the sites and their geographic location, the impacts from the two projects will have a cumulative effect on the region. Why was bifurcation allowed? How can the City and County allow the MTA Universal and Evolution plans to be assessed separately without any serious consideration of their cumulative impact on the surrounding community? While the environmental quality-of-life impacts will be significant – scale, visual glare, shade and shadow, air pollution, noise pollution, energy demands, and so on – the most profound impact of the bifurcated project will be in the area of traffic. Why has the City not demanded the assessment of traffic impacts as a unified whole? What are those cumulative impacts? What provisions can be implemented to guarantee that one aspect of traffic mitigation will not be delayed or postponed predicated on delays in the progress of the other portion of the proposal?

Specific, Master and Comprehensive Plans

The Evolution Plan contains egregious requests for exceptions and exemptions from existing community plans. How can the City and County consider these requests, which ostensibly allow private interests to trump thoughtful planning measures that were created in collaboration with elected officials, planners, and communities? In particular:

- **The Ventura-Cahuenga Boulevard Corridor Specific Plan** governs a large area immediately in the shadow of this site, and an even larger portion of the plan would be profoundly affected by traffic impacts from the Evolution proposal. The mitigations offered do not adequately address those impacts. Beyond those inadequacies, what happens after the twenty-year project scope in terms of continued mitigations for the Evolution Plan's traffic impacts on this vital transportation corridor in our community? In addition, the DEIR proposes a sign district 2C (Universal City Southern Entry Point Sign) within the Universal City Specific Plan. Does the proposed sign district in area 2C in the proposed city specific plan conform to the preexisting signage standards established by the Ventura/Cahuenga Boulevard Corridor Specific Plan for this location? If not, will an exception be requested? Why is such a request not mentioned in the DEIR?

- An especially scenic portion of the **Mulholland Scenic Parkway Specific Plan** overlooks this site. Residents who live within the plan's scope are expected to abide by the rules of the plan. The proposal requests that the corner of Cahuenga East/Buddy Holly Drive and Barham Boulevard be removed from the Mulholland Plan. Staff and consultants employed by the applicant have stated Universal's intention to replace the existing billboard with a thirty-foot tall digital electronic billboard. We firmly believe this will have extremely disruptive repercussions on the lives of the residents of our neighborhood who will have to endure the glare from the proposed signage. What benefit does an exception to the Mulholland Plan provide for the people of our community? Isn't such a sign in violation of the scenic corridor designation of Barham Boulevard?
- **The Los Angeles River Improvement Overlay District** and the **LA River Revitalization Master Plan** affect the riverfront edge of the project site. The Evolution Plan flouts these documents and proposes to cut off the riverfront from the citizenry. It proposes breaking the linkages and destroying the continuity of the River's 32 mile flow in the City of Los Angeles. Why was a viable option that preserved the River Plan not part of the alternatives? Why should private interests prevail over the public good?
- **The Santa Monica Mountains Comprehensive Plan** would be impacted by the proposal. All the construction proposed by the Evolution proposal would serve to further squelch native wildlife on the Universal site. It would wipe out remaining wildlife populations and eliminate remaining wildlife corridors. How can we allow our environment to be degraded and disregarded in this way?
- The Evolution Plan would like multiple exceptions and exemptions from the **City of Los Angeles Sign Code Revisions**. This is NOT Times Square West as has often been suggested by the applicant. The environs of this site are not the same as those surrounding Staples Center or even Hollywood Boulevard, and they should not be treated in the same way. Why should exceptions and exemptions be considered for this site? Haven't such exceptions already proven problematic for the City's attempts to regulate outdoor advertising and signage?

20-year Development Agreement and "Thresholds"

It is our belief that the definitions of the thresholds delineating the various development phases are too vague and favor the applicant over the affected surrounding community. Hillside neighborhood protection measures and improvements are woefully inadequate and virtually non-existent. What detailed measures and indicators can be defined for these thresholds throughout the twenty-year development that sets specific conditions that must be met before subsequent phases of development are initiated? What can the surrounding communities expect in the way of substantive neighborhood protection programs?

Transportation Hub Access

If the developer wanted to truly facilitate ease of access to the transportation hub for those residents who will reside in the proposed housing element, the inclusion of a riverfront walkway, especially a moving walkway, would have been a much more efficient, attractive and environmentally sound solution. Why was that not considered?

Land Use

As stated in our introductory paragraph, many of our members work in the entertainment business or in related fields. As such, there is a predisposition to support entertainment-related development projects. In general, we tend to have few issues with the studio or the theme park-related aspects of the Evolution Plan, but we do take issue with the residential component. We feel that the loss of the back lot is detrimental to this proposal and the economy of the region. We feel that it's a foolhardy trade-off for the region, especially at a time when production is leaving the area at break-neck speeds, depriving Angelinos of their skilled livelihoods. We feel that the conversion of Universal's historic back lot to housing represents an unrecoverable loss to the entertainment and tourist industries in this region. Not only that, but the need for support production facilities has repeatedly been cited as the justification for the Metro Universal proposal across Lankershim. If Universal truly needs that space and wanted to fully exploit their property, wouldn't it be more sensible and efficient to locate those production offices, post production and ancillary uses on their own campus? The appropriate place for housing is immediately adjacent to the MTA transit hub, not off Barham Boulevard, as outlined in the DEIR as Alternative Two. The MTA property is a much more appropriate location for the residences plus it satisfies the MTA's own mandate for housing. Why not put the housing where it belongs, i.e., by the MTA station, and the studio and entertainment components where they rightly belong, i.e., on the Universal Studios lot?

The NBC Universal Evolution Plan DEIR alludes to a number of short-term construction jobs and part-time and/or temporary service jobs that will be created as part of the project. These individuals seem unlikely to occupy any of the proposed housing either because they will be commuting from their existing residences during construction or because they will likely be unable to afford to live in the proposed development. If the proposed residences were at least geared to a portion of the market that was low to middle income, a case could be made that this was a reasonable response to a genuine need for housing in Los Angeles. Instead, the proposed target market for the housing is middle to upper income buyers, with the applicant seeking to make the open-ended entitlements as attractive as possible to potential developers, clearly seeking to realize maximum financial gain. To compound matters, this comes at a time when existing middle income geared units in the immediate area are sitting unsold, further proving the inappropriateness of this approach.

Beyond the housing jobs imbalance created by the proposed project, the decision to locate the residential component such a great distance from the existing MTA Universal City Station is also fraught with problems for local transportation infrastructure. Residents of this proposed housing will undoubtedly have personal vehicles. The impetus to have those cars would be diminished were the housing to be more appropriately located down the hill in genuine proximity to the MTA station. These personal cars will add to pollution, traffic and other overloads in an already congested area. Additionally, it seems unlikely that most of them would add 15 or 20 minutes to their commute to take a shuttle to the Universal City Station as proposed in the DEIR. To take optimal advantage of the proximity to the MTA bus and subway station on Lankershim, these units should most logically be located on the MTA site, not miles away from it. The current location requires the proposed vehicular shuttles/jitneys or long hikes over and around to the MTA station. What efforts will be made to address this jobs:housing mismatch? Will portions of the development be constructed for individuals and families of various means? Will the new

proposed housing be constructed in such a way as to support the housing needs of various members of the community including middle and low-income families and individuals? What efforts will be made to assist employees with finding housing in the proposed development and surrounding area in order to reduce traffic? Why were residential units proposed at such an ill-suited location? If the developer wants to truly facilitate ease of access for those residents to the transportation hub, the inclusion of a riverfront walkway, especially a moving walkway, would have been a much more efficient, attractive and environmentally sound solution. Why was that not considered?

Scale of Project

2,937 town homes, condos or apartments are proposed for the portion of the current back lot to be annexed to the City of Los Angeles, yet no square footage allowances have been stipulated. As stated elsewhere in this letter, this is a suburban neighborhood, not a neighborhood of urban high rises. This portion of the site is adjacent to the single-family residences of the Hollywood Manor neighborhood. Why is the scale of the real estate development not in conformity with the existing scale and character of the surrounding neighborhoods?

Jobs

The City, County and State have gone on record regarding the fiscal hardships created by "runaway production." Once the homes have been built, the opportunity for this back lot will be forever lost, as will any possible production uses. If this large, easily accessible historic studio back lot is sold off and replaced by housing, how will that benefit the residents of Los Angeles whose livelihood and quality of life are compromised by production leaving the city?

Traffic

The Traffic section of the DEIR is flawed and filled with inaccuracies. It fails to recognize the unique nature of the transportation network of our community. Streets are omitted and neighborhoods are left out. There is a glaring lack of accuracy in the Level of Service ratings time and time again. For instance, there is no distinction made between Cahuenga West or Cahuenga East or the portion of Cahuenga Boulevard that extends north off Lankershim Boulevard; three major thoroughfares in the area. How can the DEIR be considered valid if there has been no distinction made between these streets? Unsupported assumptions are made resulting in unsupportable conclusions. Things are dismissed cavalierly reflecting a genuine lack of understanding of how the neighborhoods surrounding Universal function. Even with these flaws, the results are still "significant and unmitigatible." How can the City and County accept the findings in this DEIR when it does not fairly or accurately assess the current traffic conditions?

$100 million is proposed for traffic mitigations. $10 million of that is to go towards preparing "shovel-ready" drawings to attract supposed federal and state highway improvement funds. What guarantee is there that those funds will still be there, much less awarded once the drawings have been completed? That's potentially $10 million down the drain leaving the region to bear the brunt of Universal's added traffic with no viable recourse. What guarantees can Universal provide that the preparation of the drawings will result in the construction being implemented and completed in a timely manner? If they cannot provide those assurances, what is Universal willing to provide instead to mitigate their traffic impacts on the local freeways and beyond

should funding from other sources not prove viable? $45 million is proposed for the construction of a southbound 101-freeway slip ramp. Why is Universal proposing to build only HALF of an on- and off-ramp configuration? That supposedly leaves $45 million approximately split for roadway and transit improvements. Universal's traffic consultant, Pat Gibson claims that only nine (9) intersections will experience significant and unavoidable impacts. We seriously question Mr. Gibson's conclusions. How can a few new traffic lights, a turn lane here and there plus some minor street widening balance an increase of over 36,000 new daily vehicle trips?

Universal's traffic consultants seem to lack an understanding or our area. As the name suggests, we reside in a mountain pass: a topographically constrained hillside community. While the 101 Freeway and Cahuenga Blvd. West run through the middle of the Pass, the majority of the roadways are small and narrow. Many streets are barely two lanes wide, enough to handle the traffic to accommodate residents and their needs, yet hardly suitable to sustain additional traffic. Some roads are only one lane, and considered substandard. Automobile traffic here functions like water; when it overflows it will seek alternate routes. They posit that if there is no simple, equivalent parallel route extant, that there cannot be any hardship to the surrounding communities if the first route becomes overloaded by their traffic. That is simply illogical and superficial. People in our neighborhood have become skilled at locating alternative routes, and if we can find them, so can other people. There is even a book available for purchase of cut-through streets in Los Angeles as well as several web sites. Some of our main cut-through streets include: Wrightwood Drive and Lane, Mulholland, Woodrow Wilson, Passmore, Oakshire, Fredonia, Broadlawn, Oak Glen, Ione, Bonnie Hill, Adina, Nichols Canyon, Outpost, Laurel Canyon, Bennett Drive and so on. Why should these perfunctory analyses be accepted if they fail to acknowledge the character of our community? How does Universal propose to address the impacts that new cut-through traffic will have on our community? What genuine neighborhood protection measures are proposed for when problems inevitably arise after initiation of any new project on this site? Can we expect the streets mentioned above to be thoroughly studied in the FEIR? Can we also anticipate additional mitigations for these aforementioned streets and routes? What benefits is Universal offering to the surrounding communities who will have to suffer and endure the 80% increase in traffic?

Universal proposes to offer jitneys, shuttles and other supposed transportation mitigations, but only for the twenty (20) year span of their project. What happens to those supposed mitigations in the twenty-first year? Is Universal absolved of any commitment or responsibility to maintain them? If they have caused the impact, why should they not be responsible for mitigating it in perpetuity?

Allusions are made to linking trip thresholds to construction phases, yet there is no clear exposition not only of those phasing thresholds but of who monitors and audits those thresholds. Who determines those thresholds? Will the community have input regarding the designated levels of those thresholds? Who will monitor thresholds once they are established? Will the community have representation on those monitoring bodies? What mechanisms will be in place to ensure that thresholds are met before development can proceed? What guarantees does the community have that those mitigations will be sufficient to balance the newly added hardships?

Bicycle Connectivity

Why isn't the construction of the LA River Bike Path section from Barham to Lankershim required as a condition of this project? Further, as a regional traffic mitigation, why not require Universal to pay for the construction of the LA River Bike Path portions if traffic can be lessened by having them provide trams using that bike path to shuttle people from Griffith Park to the Universal MTA Station?

In prior iterations, Universal submitted plans that included an interface with the LA River Bicycle Path. Those plans incorporated the security that Universal requires for its production facilities and provided a pleasant border as seen from the LA River. Currently, Universal has not incorporated those plans and instead is offering a trailhead to a bike lane on their proposed new north-south road. Universal executives have cited security issues after the 9/11 terrorist attacks as their reason for removing the LA River Bicycle Path from their plans. None of us want to invite a terrorist attack, however, what measures were used to determine that the elimination of the LA River Bike Path created less opportunity for a terrorist attack than those extant on the public streets on the Universal property: Universal Hollywood Drive, Universal Studio Blvd, Buddy Holly Drive and Hotel Drive? The tourist and recreational value of being able to bicycle from the Sepulveda dam to Long Beach far outweighs any possible risks created by allowing the public to utilize this resource. The suggested alternative of detouring up the north-south road would require users to climb a steep hill (340 ft gain in elevation) each way. Further, if one views the LA River access roads from either the Barham or Lankershim bridges, it is clear that constructing the LA River Bike Path would not seriously interfere with Universal's production abilities. At worst, it would require Technicolor to remove its temporary storage to accommodate the access road. Given the importance of the bike path to the community, why have the City and County not demanded that the LA River Bike Path be a mandatory component of the development proposal?

According to observations made during workweek rush hours, a great many of Universal Tour's trams remained in Universal's storage lot. Also, many parking places sat vacant in Griffith Park at the same times. It seems reasonable to suggest that if a shuttle ran along the bicycle path between the MTA station and Griffith Park, many drivers who currently use the Forest Lawn Drive/Barham Blvd route would choose to park their vehicles and use the LA Metro. This system would require widening the LA River Path at specifically determined locations to allow trams to pass each other and would also require the creation of waiting areas, possibly with pleasant views of the river. Why has this not been considered? Finally, what assurances do we have that the developer will pay the cost of traffic mitigation, as is customary?

Environmental Issues

The requested scale of this project is huge and the environmental demands of a development of this size are equally daunting. Air quality, noise pollution and traffic are admitted as short-term impacts. Air quality, traffic and solid waste are admitted as long-term impacts. We posit that these impacts have been grossly underestimated. How can the City and County find credible that approximately five million square feet of proposed development, and the density it creates on the site, is not inappropriate and out of scale to its environs?

Air Quality
As previously stated, the 6,500 new residents of the 2,937 units will undoubtedly have personal vehicles for their use. These vehicles will add to the air quality concerns for the area as will the vehicles of new employees and increased guest attendees. What considerations have been given to mitigating those added long term impacts as a result of these new emissions? Not only will the residents have personal vehicles, but the residences will also have emissions from HVAC as well as other utility consumption. What mitigations are proposed for those discharges?

Water
This area has a semi-arid climate. California has been experiencing a dire water shortage for many years. With water rationing currently imposed on the region, it is irresponsible to even consider adding that much new development, especially the residential component. Several years ago during the back lot fire, low water pressure was a serious issue that inhibited and exacerbated the ability to put out that fire efficiently. What specific improvements and specifications would be imposed on the property development to assure ample water supply in times of crisis?

At the 1-5-11 meeting with the Hillside Federation, Tom Smith said that DWP determines water availability, and that they have asked Universal to improve water storage capacity. Grey water is acceptable for landscaping purposes, but potable water is a completely different matter. What assurances can be provided to the community that the proposed Evolution Plan, including the new residences, will not have an adverse effect on the water supply to the surrounding neighborhoods? What actions are proposed to provide adequate and ample potable water to the site without harming its neighbors or the region? Why is native and drought tolerant landscaping not required for the entirety of the site, without exception?

Electricity/Power
The power consumption demands not only for the proposed back lot residential portion but for the entire Evolution Plan will be enormous. How will that demand be accommodated? Additionally, what back-up and augmentation systems have been proposed? What assurances do the surrounding neighborhoods have that the new demands will not adversely affect their ability to continue to power their homes and businesses at present levels and to accommodate reasonable future growth demands? What about on-site solar, wind and other self-sustaining power generating devices/systems to fill the Evolution Plan's needs? Also, if the land swap/annexation proceeds, how would any shared energy resources be divided and jointly governed/managed?

Solid Waste
Just recently there were serious protest demonstrations in Arcadia regarding the destruction of old growth groves of trees to build yet another dump/land fill. It is irresponsible to keep building and dumping without the intention of finding a sustainable solution for this type of development. If Universal wants to continue to build and develop, as they appear to have plenty of land from which to benefit financially, why not designate a portion of their own property to satisfy the solid waste disposal needs rather than burdening either the City or County with that obligation? If not that, then what mitigations have been provided to address this long-term environmental impact on the City, County and State?

Sewer
Is odor from sewer lines considered a less than significant impact? How will the significant additional flows affect stations downstream that are currently required to lessen the odor escaping from those existing lines? How many new additional stations like the one at Gardner and DeLongpre will be required to eliminate the odor from sewer lines? How much funding will be provided to the City of Los Angeles in the land transfer for the residential development to compensate for the additional services required by that residential development? Will "scrubbers," like those currently employed Studio City to burn off excess sewage, be required to mitigate the impacts of sewage? Where will those scrubbers be placed?

Noise
Is NBC Universal excluded from the more restrictive nighttime limits of the LA County Noise Ordinance? If so and if only daytime limits apply to Universal, isn't the noise section of the DEIR completely inadequate since the difference between these limits represents a doubling of the noise level to the human ear? This reduced level of noise restriction standards will have an especially profound effect on the proposed housing element.

Shouldn't the selection of the locations upon which the noise study results are based include locations where Universal's noise output has been proven to be problematic in the past? If the locations studied are biased, aren't the DEIR noise portion and its conclusions also biased? Who, representing either the County or City of Los Angeles, has reviewed the locations studied to determine whether they are adequate to support the conclusions of the DEIR and that they represent an accurate overview of sound emissions to the general community?

The community receptor area in Table 55 for the Cahuenga Pass does not include any locations at which Universal has been cited in the past for violation of the LA County Noise Ordinance. Within that area, there is a canyon/ravine that topographically forms an acoustical funnel for noise. When coupled with the typical summer inversion layer, sound from Universal's property carries to locations on and near the intersection of Woodrow Wilson and Passmore Drives. The LA County Health Department took readings twice in the past at locations within this funnel area, and each time the amplified noise from Universal's property was both determinable and in excess of the level allowed by the LA County Noise Ordinance. The second time, then LA County Deputy District Attorney Gilbert Garcetti issued a citation to then Universal Chairman Lou Wasserman. Attached is a copy of figure 93 from the DEIR with this area identified and a copy of the first noise study.

After visiting the locations studied in the DEIR, HHC1 through HHC11, these locations can be characterized as either: 1) generally low and deep in the freeway noise, 2) around the corner from direct sound impact, 3) high and far away from Universal in an area where sound is more readily dispersed, or 4) close to Universal but totally sheltered from sound emanating from the freeway and Universal. In other words, the locations selected are biased and not representative of actual noise intrusion experienced by hillside residents. How will that be addressed and rectified in the FEIR?

Signage

The signage requested for the proposed development alludes to an urban context akin to Times Square in New York City or the Strip in Las Vegas. Such signage is not appropriate for a location whose character is largely suburban and, in some cases, rural. In the hills surrounding the proposed development many of the streets are narrow, one-lane roads that frequently terminate in open wilderness. While the proposed signage might be appropriate in locations that are primarily commercial in nature, it seems incongruous to the character of our hillside neighborhoods.

One of our particular concerns regarding signage is the request to remove the small area at the corner of Barham and Buddy Holly Drive from the Mulholland Scenic Corridor Specific Plan and to instead place it in the City Specific Plan. Universal's attorney, Maria Hoy of Latham and Watkins, confirmed that the reason behind this request is so that Universal could have the "option" to convert their current conventional billboard to a digital/electronic billboard, which would not be allowed under the Mulholland Plan. Why should Universal be allowed exemption from the Mulholland Specific Plan in order to negatively impact the visual appearance and quality of life in our neighborhood? What about this project makes it eligible for consideration for removal from an established specific plan?

We are also concerned about the impact the Lankershim Edge Sign District will have on our community. Here, they propose to add the equivalent of 14,000 sq. ft of brightly lighted electronic advertising plus supergraphic signage, or the equivalent of one double-faced plus 20 full-sized billboards. Page 139 of the Project Description 2A states that "animated, moving, programmed, flashing, neon, LCD and similar lighting displays or installations shall be permitted" in this area despite a pending city sign ordinance that would prohibit such signage in this location. Why should this project be granted the ability to establish sign districts outside the boundaries being considered by the City of Los Angeles?

Additionally, the DEIR makes the following claims related to the Scenic Corridor designation of Barham Boulevard and Forest Lawn Drive: "Barham Boulevard is designated as a Major Scenic Highway II in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan. Since the area in which Barham Boulevard travels contains views of both natural and urban elements (e.g., urban development north of the Project Site within the City of Burbank) and the Community Plan provides no indication as to why Barham Boulevard was designated as a scenic highway, it is concluded that the highway was chosen for its views of the Cahuenga Pass for southbound motorists, and the San Fernando Valley and Verdugo Mountains for northbound motorists.

And, "Forest Lawn Drive is designated as a Major Scenic Highway II in the City's General Plan Transportation Element. As stated above, the Transportation Element describes the selection criteria for scenic highways as including natural scenic qualities in undeveloped or sparsely developed areas of the City, or urban area(s) of cultural, historical, or aesthetic value, which merit protection and enhancement. The Community Plan provides no indication as to why Forest Lawn Drive was designated as a scenic highway. Based on its surroundings, it is concluded that Forest Lawn Drive was chosen for its views when traveling east, which are of a sparsely developed area and are framed by the Santa Monica Mountains to the south and the Los Angeles River Flood Control Channel to the north." On what basis are the assumptions made that Forest Lawn Drive is only valued for its views traveling east and Barham is valued only for its views traveling south? What are the consequences for the signage proposed at the corner of Barham and Forest Lawn Drive if the value of these scenic corridor are considered from all vantages?

Fire, Police, Sheriff, and Emergency Services

The Evolution Plan proposes to split off the back lot portion for residential development and to annex it to the City of Los Angeles. It proposes two specific plans for the existing site – the major portion representing largely the County with the studio and theme park uses, and the other in the City for the residential annexation. This annexation and splitting would involve the LA County Local Agency Formation Committee/LA LAFCO. Universal proposes to sell off the entitlements that they hope will be granted for the back lot to real estate developers to, in effect, underwrite the long-term costs of development for the proposed new County specific plan improvements. The City of Los Angeles will bear the brunt of the costs of providing utilities and services to the proposed newly annexed area, largely "in exchange" for new real estate tax revenues. How will these new tax revenues justify the costs and inconveniences to the City's residents?

Mr. Smith stated that Universal will expand County Fire Station 51 on their property to fill the demands that their new development plans will require. Mr. Smith also stated that existing LAFD Station 76 does not have sufficient room on site to accommodate the new equipment necessary to fight high-rise fires in the proposed back lot residential area to be annexed to the City of Los Angeles. The existing neighborhoods served by Station 76 are very attached to the station and its staff and rely on its efficient operation. The current site is optimally located to provide prompt and efficient services to the present users. The neighborhoods are very reluctant to see Station 76 relocate, thereby putting existing residences and businesses in potential jeopardy from delayed emergency response services. What assurances do existing users have that a relocated station will not slow emergency response times? Will County Fire Station 51 be expanded prior to initiation of the project?

As the impetus to enlarge 76 can be attributed solely to the proposed new back lot high rises, Universal should bear the entire cost of the relocation, expansion and construction, not merely a "fair share." Will that be the case? In lieu of that, why shouldn't Universal bear the entire cost of a completely new, additional LAFD station? Also, no new high-rise construction should be undertaken or permits granted until such time as LAFD has the ability to fulfill its responsibilities to fight those potential high-rise fires whether through an additional station or a relocated, expanded station. Will that be the case?

Given the state of our current economy, city-, county-, state-, and nationwide budgets and services are being cut on a daily basis. To add to the burden of our diminishing security forces is irresponsible and puts the citizenry in jeopardy. Currently, the North Hollywood LAPD station serves our Cahuenga Pass neighborhood and response time is slow. Our association has unsuccessfully enquired about changing jurisdiction to the Hollywood LAPD station to improve response time. To add the proposed 2,937 residential back lot units to the already overburdened NoHo LAPD station will inevitably further delay response times. Should the land swap/annexation proceed, what guarantees will Universal provide regarding timely police protection to our neighborhood and to the neighboring communities? Will Universal pledge to fund, in perpetuity, the salaries of additional police officers as well as the facilities, equipment and support staff required for them to properly perform their jobs?

Schools

Mr. Smith cited approximately 6,500 new residents as occupants of the proposed housing. Undoubtedly some of them will include children in need of schooling as well as transportation to and from those schools. He also stated that there was sufficient Middle and High School capacity within the existing LAUSD system, but a lack of Elementary School spaces. Valley View Elementary School is a very small neighborhood school closest to the Universal lot. What does Universal propose to do to help Valley View Elementary and facilitate construction of new primary schools to educate the children living in their proposed residential development?

Parks

An approximately 35 acre linear public park with designated parking available for non-resident users has been proposed, theoretically under the purview of the Home Owners' Association of the new residences. If it is to be under the control of the HOA, why are there are no assurances that it will remain open to the general public in perpetuity? What commitments are there that the HOA will not only maintain any new parks on the Universal property in perpetuity but also ensure that they will always be accessible to all Los Angeles residents? Wouldn't it be more sensible to deed this land over to the city, county or other public agency to ensure its protection and accessibility in perpetuity? What guarantees will Universal or its assignees provide that these parks will remain in perpetuity as parks and not be bulldozed for other for-profit purposes?

Conclusion

As evidenced by the length of our response, the Board of Directors of the CPPOA, on behalf of its membership, has significant concerns regarding the Evolution Plan. In particular, we continue to assert that the Evolution Plan and the Metro Universal Plan should be considered concurrently for the purposes of determining the environmental impacts this project will have on the character and quality of life in our community.

We identified what we believe to be significant flaws and omissions in the DEIR as well as inadequate mitigations based on faulty and misinformed assumptions about our neighborhood. We respectfully ask that development of this project take into consideration the points we raise here and that future iterations of this proposal are inclusive of the opinions and beliefs of members of our community.

We find the widespread "significant and unavoidable impacts" cited in the DEIR unacceptable, particularly in a period of increasing calls for sustainable development. As it is currently presented, our organization cannot support this project.

I want to thank members of my board: Dan Bernstein, Florence Blecher, Eryk Casemiro, Stephen Goldfisher, Judy Marlin, Patricia Weber and our immediate past president, Krista Michaels, for their dedication to this process. We thank the following organizations for their efforts on behalf of our community and support their views on this proposal:

- Campo de Cahuenga Historical Memorial Association
- Communities United for Smart Growth
- Coalition to Ban Billboard Blight
- Friends of the Los Angeles River

As President of the Cahuenga Pass Property Owners' Association, I thank you for your time. Our organization welcomes the opportunity to work with you and the applicant to create a socially, economically, and ecologically sustainable vision for this site and our community.

Respectfully,

Bryce C. Lowery
President, Cahuenga Pass Property Owners' Association
bryce_lowery@yahoo.com

cc: Michael LoGrande, Director, City of Los Angeles Department of City Planning
Richard J. Bruckner, Director, County of Los Angeles Department of Regional Planning
Kim Szalay, County of Los Angeles Department of Regional Planning
Tom LaBonge, Los Angeles City Councilmember 4th District
Renee Weitzer, Chief of Land Use Planning
Doug Mensman, Planning Deputy
Zev Yaroslavsky, Supervisor Los Angeles County 3rd District
Ben Saltsman, Planning Deputy
Antonio Villaraigosa, Mayor, City of Los Angeles
Ed Reyes, Councilmember, City of Los Angeles
Paul Krekorian, Councilmember, City of Los Angeles
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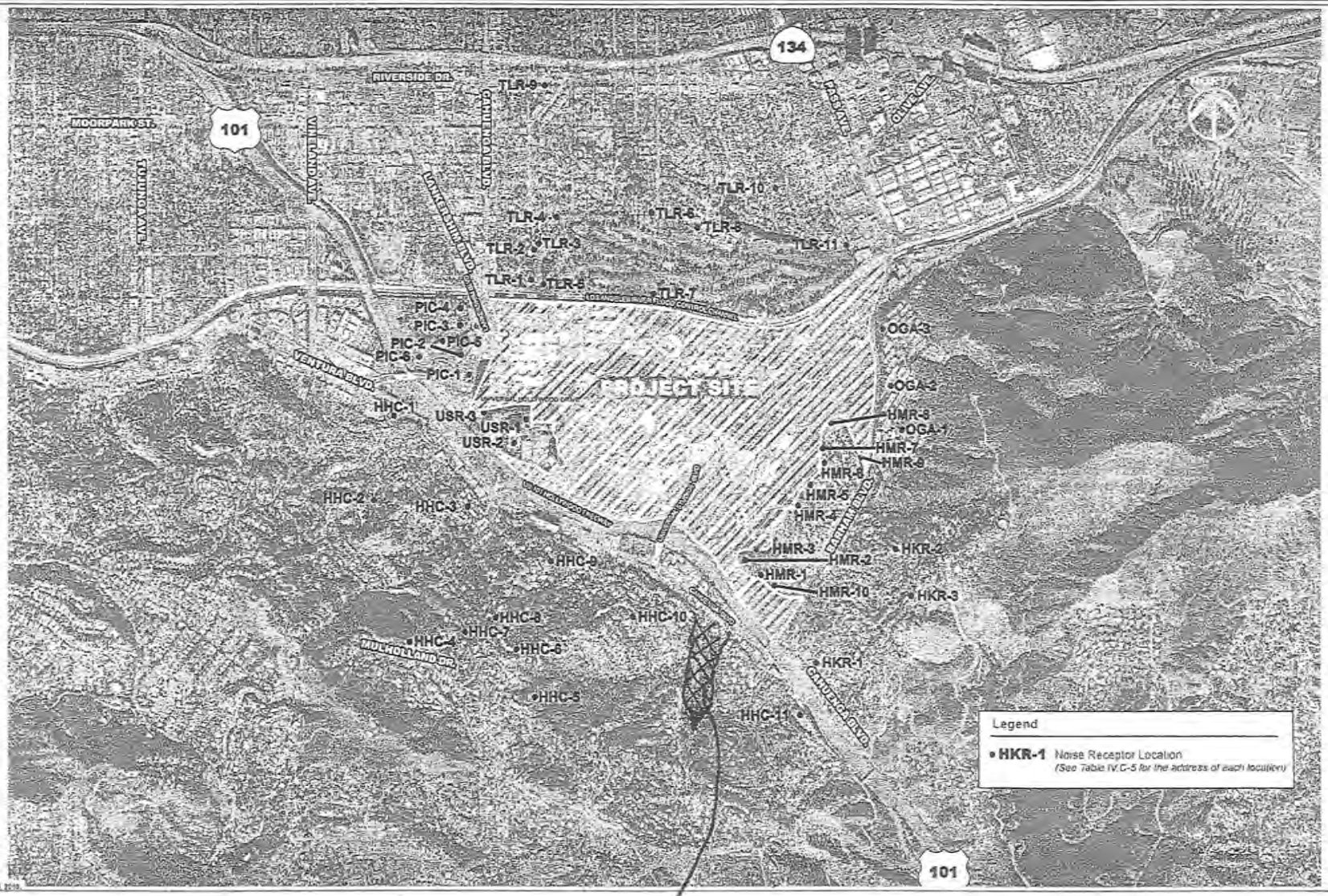
Gloria Molina, Supervisor, Los Angeles County
Mark Ridley Thomas, Supervisor, Los Angeles County
Don Knabe, Supervisor, Los Angeles County
Michael D. Antonovich, Supervisor, Los Angeles County

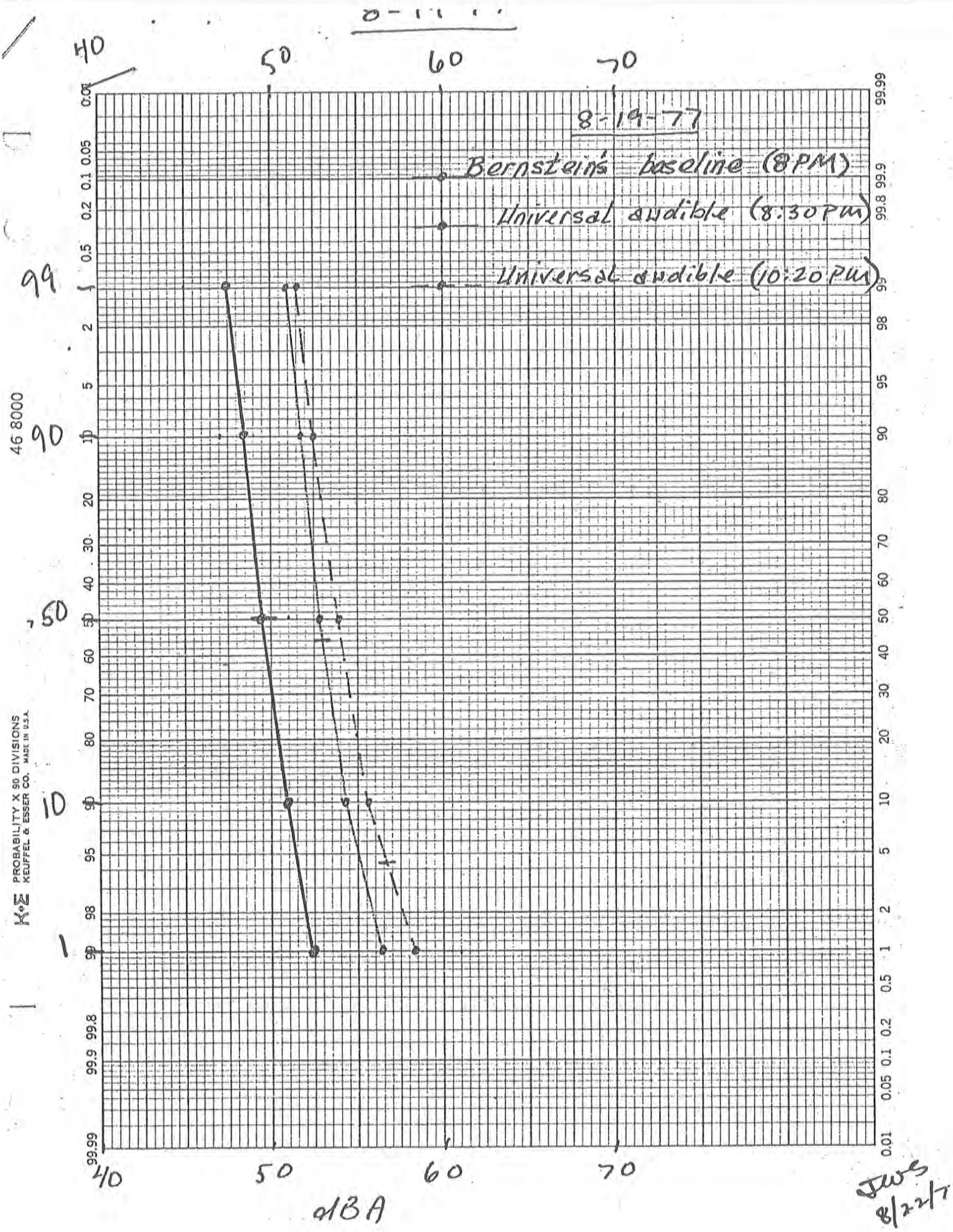


Source: Vanderten Associates, 2010

matrix environmental

Figure 93
Noise Receptor Locations

area of topographic acoustical funnel


8-19-77
Bernstein's baseline (8PM)
Universal audible (8:30PM)
Universal audible (10:20PM)
40
50
60
70
99
90
50
10
1
dBA
K+E PROBABILITY X 90 DIVISIONS
KEUFFEL & ESSER CO. MADE IN U.S.A.
46 8000

JWS
8/22/7

Letter No. 38

Jon Foreman <jon.foreman@lacity.org>

Comments on the NBC-Universal DEIR

Deuk Perrin <deuk_perrin@hotmail.com> **Wed, Feb 2, 2011 at 2:38 PM**
To: Jon Foreman <jon.foreman@lacity.org>

Hi Jon

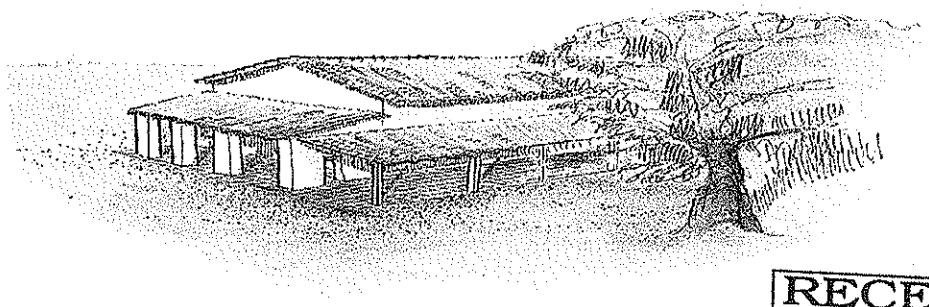
Attached are the comments from the Campo de Cahuenga Historical Memorial Association regarding the DEIR for the NBC Universal Evolution Plan. I am also sending you a hard copy by regular mail. I know that there are many comments being submitted to keep you busy for a long time. Neighbors, adjacent Communities and many other individuals are interested in this Project. It has been studied and many questions linger. I hope that the responding team of City folk and private EIR writers take the time to look closely at each response and answer accordingly.

Thanks for your attention to the process and this matter.

Deuk

Evolution Questions.doc
48K

Campo de Cahuenga Historical Memorial Association



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Guy Weddington McCreary

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Archivist, 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

February 2, 2011

Jon Foreman
Senior City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Re: Comments on NBC Universal Evolution Plan Draft Environmental Impact Report

Dear Mr. Foreman,

I have reviewed the Draft Environmental Impact Report (DEIR) for the proposed NBC Universal Evolution Plan. I represent the Campo de Cahuenga Historical Memorial Association. The historic Campo de Cahuenga is located adjacent to this Project across the street on the west side of Lankershim Bl. Despite the rhetoric in the DEIR of our proximity not being a question, the Campo is impacted by this Project as it is by the Metro Universal DEIR. Therefore I submit the following comments to be made a part of the official record and the Final EIR.

TRANSPORTATION

Question:

1. Where is the information that LADOT asked for at the Scoping Meeting in February, 2007 on financial costs, funding sources, and financing; sequence and scheduling considerations, implementation responsibilities, controls, and monitoring of appropriate mitigation measures?

TRAFFIC IMPROVEMENTS

The Specific Plan requires a phasing plan as part of the Substantial Compliance Analysis approval for the first Project developed under

2/A

the Specific Plan. The Applicant submits a Traffic Mitigation Phasing Plan (TMPP) to the Department of Transportation for approval. There is a guarantee prior to the issuance of a building permit, which can be satisfied by a letter of credit or surety bond. If the transportation improvement is unfeasible, then an equivalent effective modification can be made and agreed upon.

The primary focus of Transportation Improvement Phasing in the DEIR is discussed in terms of providing a plan that requires the implementation of transportation improvements in tandem with the traffic impacts of the development.

Question:

1. Why is this approach taken of scheduling the implementation of the transportation improvement in tandem with the needed traffic improvement and not the more pragmatic approach of not allowing the next phase to begin construction until the traffic improvement is completely built and proves to provide the relief needed by the additional development?

2. Alternative means of satisfying a guarantee prior to the issuance of a building permit should not be by a letter of credit or surety bond. Should a developer be relieved of their responsibility of providing the needed and called for mitigation measure before proceeding with the next phase of development?

HOUSING

Questions:

1. One of the Project Objectives and Overall Goals is to provide new housing opportunities in proximity to jobs and adjacent to a Metro Rail Station.

The 2,937 dwelling units in the City of Los Angeles Specific Plan are located two miles distant, over hilly terrain from the nearest Metro Station.

2. Where is there housing located within feet, not miles of a Metro Rail Station in keeping with guidelines set by MTA and the City's General Plan?

3. Why does the Project not meet the planning guidelines and ordinances set by the City of Los Angeles and MTA that promote residential proximity to public transportation?

ADJACENT PROJECTS

The DEIR talks about physical boundaries that separate the Project from adjacent communities and therefore lessens the impact significantly. However, most environmental issues go beyond physical boundaries to increase the damage if not mitigated.

Question:

1. Why is this well known fact not incorporated throughout the DEIR and addressed?

RELATED PROJECTS

Questions:

1. Why are unavoidable unmitigated impacts of other related projects not evaluated as to their cumulative effects on the Evolution Project? Very little information is given in the Transportation Improvement Phasing Section as referenced by page 228 in Appendix E of Volume 8 of the DEIR.

2. Related Projects like the Universal MTA Project are not considered as to what happens to the Evolution Plan's mitigations measures if the Universal MTA Project is delayed or does not get built and those project improvements are not needed. Why?

3. The two related projects, the Universal MTA Project and the Evolution Project add immensely to the regional transportation needs of the area. Yet, the DEIR points out that NBC Universal is not responsible to fund nor build the $200 to $300 million in freeway improvements. They are only responsible to pay $15 million to make the improvements "shovel ready". Who is going to pay for the freeway improvements? Currently the DEIR indicates that the environmental issue is unmitigatable.

TDM PROGRAM

Questions:

1. What is the planned Transportation Demand Management Program (TDM) for the Project?

2. How is it phased with the development of the Project?

3. How long is it planned to be in operation?

4. Who will be involved (which employer) in managing the TDM?

5. Who is going to manage and operate the Transportation Management Association?

6. Where is the funding for the TDM coming from?

PROJECT PHASING

Project Phasing is talked about by representatives of NBC Universal as a means to ensure that run-away development is not rampant without the successful mitigation of additional infrastructure to handle the increase of development completed for the next phase. The NBC Evolution Plan has a 20 year horizon where more information is needed now during the environmental review when mitigations are being worked out.

Question:

1. Why is there no development phasing strategy in the DEIR that indicates when the next phase of Project development will begin based on the successful mitigation of such environmental issues as regional and local transportation issues, traffic and circulation, water, air quality, solid waste issues?

MITIGATION MONITORING AND REPORTING

Question:

1. Why are Mitigation Monitoring and Reporting Programs (MMRP) going to be provided as a part of the FEIR and not the DEIR? The Communities need to review and comment on these Programs.

ALTERNATIVE 9 – EAST/WEST ROAD WITH FORMAN AVENUE EXTENSION

CEQA calls for "feasible alternatives to be considered". Alternative 9 is NOT a feasible alternative. To plot a Secondary Highway through a historic golf course and single- family neighborhood is pure folly.

Questions:

1. The County Highway Plan may show a road but I would ask when the Plan was updated to reflect current land uses?

Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns. Where inconsistent uses exist confusion and litigation usually follow.

2. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts.

DEIR PROJECT ALTERNATIVE #10

Alternative #10 – NBC Universal Evolution Plan

The Contract of Sale and Escrow Instructions entered into on December 22, 1994 between the Los Angeles County Metropolitan Transportation Authority (MTA) and MCA, Inc and the subsequent Memorandum of Understanding (MOU) dated February 25, 1994 establishes procedures for Joint Development Uses and a right of first offer. The Initial Offer has certain time restrictions in which both parties must act.

Questions:

1. Have the all terms and conditions of the above agreements been met in a timely manner?

2. Is MCA, Inc still the owner in part in the parcels identified in the above Contract of Sale?

If MCA, Inc is an owner of the above parcels, then the NBC Universal Evolution Plan and the Metro Universal Project can be combined into one multi-phase Project. The two DEIRs can be combined which will more effectively evaluate issues of environmental impacts affecting the immediate area. Feasible alternatives can be re-evaluated and new ones added.

One such alternative that could be considered with the two plans combined would be the MTA Riverwalk Alternative, put forth by Communities United For Smart Growth (CUSG). This plan proposed hotel and studio facilities on Universal's property as well as a housing component located on the MTA site, closer to the actual MTA Metro station. This Alternative would then become Alternative 10.

Question:

3. What are the reasons the Riverwalk Plan should not be an Alternative in the Evolution DEIR?

SIGN PROGRAM IN THE CITY OF LOS ANGELES SPECIFIC PLAN

The proposed City of Los Angeles Specific Plan includes the area of the residential and town center component of the Evolution Plan (1A & B), the Studio Administration area (2A), the Lankershim edge (2B), the Universal City Southern Entry Point (2C), and a few smaller areas. The remainder of the project property is covered by the Universal Studios Specific Plan in Los Angeles County.

The more questionable types of signs that include motion, translucent graphics, inflatable's permitted and the number allowed (#):

Animated Sign	2A, 2C
Billboard	2C
Building Wrap Sign	-
Captive Balloon Sign	-
Electronic Message Sign	2A, 2C
Entertainment Sign	1A & B (7), 2A (12), 2B (5)
Inflatable Sign	-
Off-and On-Site Signs	2C
Projected Sign	2A
Street Banners-Private and Public	1A & B (2 private and unlimited public), 2A (same as 1)
Supergraphic Sign	2A (3), 2B (1)

Questions:

1. Why are Building Wrap, Captive Balloon, and Inflatable signs listed and defined if there are none permitted in the Specific Plan Area?

2. Is the Lankershim Edge Sign District in the County's Universal Studios Specific Plan the same area of 2B above in the City's Specific Plan? Why?

3. The sign area calculation is very specifically defined. Why?

IMPORT/EXPORT OF EARTH

A total of 450,000 cubic yards of import or export of earth is identified in the City of Los Angeles Specific Plan area. This does not include movement of dirt within the Specific Plan area nor the Universal Studios Specific Plan area.

Question:

1. Why is this approach used since dirt will be moved around the site to make new contours for the anticipated development?

MIXED USES - CITY OF LOS ANGELES SPECIFIC PLAN

Uses in the Mixed-Use Universal City District:

Hotels
Dinner Theaters with no maximum seating specified
Theater and showcase theater with no maximum seating specified

Questions:

1. Is it anticipated that the storage for the entertainment attraction, displays, and equipment, production activities, production facilities, studio use and office, studio support facilities. cellular and communications facilities are to be permitted in the Technical Support Overlay Sub District within the Mixed-Use Universal City District where the residential development is proposed?

2. Why is storage being allowed where residential is planned?

3. As the residential development subdivisions are built, it is anticipated that those above uses stored there will be moved? Where? Or is the residential use just imaginary?

HEIGHT OF BUILDINGS – CITY OF LOS ANGELES SPECIFIC PLAN

Questions:

1. Height of structures is proposed to be 625 feet above MSL (mean sea level) in the Overlay Sub District. Are these buildings warehouses for movie, television, and entertainment equipment?

The above listed uses are also allowed in the Studio Production District which is located adjacent to the Freeway and adjacent to City Walk/existing Hotels entrance from Lankershim Bl and Campo de Cahuenga Way. Height of buildings here are 700 feet and 850 feet above MSL.

2. What is the Universal Black Building height in feet above MSL?

LAND USE EQUIVALENCY TRANSFERS – CITY OF LOS ANGELES SPECIFIC PLAN

Question:

1. Explain in greater detail what Land Use Equivalency Transfers are and how they apply to the Specific Plan? Give examples.

UNIVERSAL STUDIOS SPECIFIC PLAN

The Universal Studios Specific Plan indicates that the Specific Plan area is surrounded on all sides by urban development (Page 7 of the Universal Studios Specific Plan). This is untrue since on the west side of the Specific Plan area is located Campo de Cahuenga Historical

Site, Weddington Park, the Islands subdivision, and the MTA Universal Metro Station surface parking lots. This is hardly an urban setting.

The Specific Plan fails to mention the Campo de Cahuenga Historical Site, the most important site west of the Mississippi in United States history, to California becoming a State, and in the realization of Manifest Destiny.

The Campo is located across from Lankershim Bl; adjacent to the Universal Studios Urban Edge, the Universal Studios Business District, and the Lankershim Edge Sign District 1 of the County's Specific Plan. All of the comments and questions in this section of the Campo de Cahuenga Historical Memorial Association's comment letter on the DEIR pertain to the environmental impacts of the proposed associated development located within these Edge and District boundaries. Within the Business District, most of the area is characterized by existing buildings with the exceptions of two new office buildings (O-1 and O-2 as identified in the Specific Plan) proposed in proximity to the tee of Bluffside Dr. and Lankershim Bl. as it enters Universal private property at James Stewart Ave.

LANKERSHIM BL CORRIDOR STREETCAPE

The existing Lew Wasserman Building office building is at 750 ft MSL approximately 200 feet above the existing and future grade. The new office building O-1 is proposed to be 725 ft MSL approximately 155 feet above grade and the other new office building O-2 is proposed to be 850 ft. MSL approximately 195 ft to 295 ft. above grade.

While it appears that the streetscape zone being proposed with security fencing and walls will demark the Studios it will certainly provide an "urban moat" dividing the east and west side of Lankershim Bl. With the adjacent MTA Universal development proposed for the west side of the street, it seems that the two major Projects are planned to result in a lighted, flashing, wind blown horizon of lights and sound that will clearly result in an "urban moat" of automobiles traveling at dangerous speeds or not at all. Exhibit 3-6c is an illustration of an enhanced Lankershim streetscape program that shows fifteen autos traveling back and forth with flashing signs and a few pedestrians. This is totally unrealistic at any hour of the day or night

Question:

1. In what ways has the County considered how the Universal Studios Project and the adjacent Metro Universal Project impact Lankershim Bl.?

SIGN PROGRAM IN THE COUNTY OF LOS ANGELES SPECIFIC PLAN

The most questionable types of signs allowed and the number allowed (#) (Page 50 of the SP):

Animated Sign	(?) Construction/Contractor Signs with Animated and Electronic Messages are prohibited; additional limitations listed for directional facing and number of foot candles, and time off
Electronic Message Sign	(2)
Entertainment Sign	(?)
Inflatable Sign	(?)
Projected Image Sign	(?)
Supergraphic Sign	(3), none located north of the intersection of Lankershim Bl. and James Stewart Ave.
Thematic Element-spheres, gateways, towers, sculptures	(?)

Questions:

1. Why are other undesirable signs defined but none are identified as permitted?

2. Are signs defined and permitted in the City's Specific Plan (Lankershim edge 2B) the same or in addition to as the above listed signs in the County's Specific Plan?

3. If added to, the total number in the Lankershim Corridor north or the intersection of Lankershim Bl. and James Stewart Ave., on the east side of the Boulevard would be :

Electron Message Signs	(2)
Supergraphic Signs	(4)
Entertainment Sign	(5)

Add this number to similar signs on the west side of Boulevard and:

4. Is this sign clutter? Does it distract from driving and add to the possibility of increased accidents?

Thank you for your attention to the concerns raised in this letter of a community neighbor. Should you have any questions, please contact me at (805) 578-9236 or deuk_perrin@hotmail.com.

Sincerely,

Deuk Perrin

Deuk Perrin
President, Campo de Cahuenga Historical Memorial Association

Division of Land / Environmental Review

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

FINAL ENVIRONMENTAL IMPACT REPORT
Volume 9
Appendix FEIR-1 (Continued)

NBC Universal Evolution Plan

ENV-2007-0254-EIR
STATE CLEARINGHOUSE NO. 2007071036
Council District 4

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES 1 THROUGH 27) WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.

Project Address: 100 Universal City Plaza, Universal City, CA 91608

Project Description: Universal City Studios LLLP, L.P., 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, as proposed, would involve a net increase of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Under the proposed Project, portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

APPLICANT:
Universal City Studios LLLP, L.P.

PREPARED BY:
Environmental Review Section
Los Angeles City Planning Department

July 2012

Appendix FEIR-1 (Continued)

Draft EIR Comment Letters

CHATTEN-BROWN & CARSTENS
2601 OCEAN PARK BOULEVARD
SUITE 205
SANTA MONICA, CALIFORNIA 90405
www.cbcearthlaw.com

TELEPHONE:(310) 314-8040
FACSIMILE: (310) 314-8050

E-MAIL:
ACM@CBCEARTHLAW.COM

Letter No. 39

February 3, 2011

By Hand Delivery

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CITY OF LOS ANGELES
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COMMUNITY PLANNING BUREAU
1.22pm

Jon Foreman, City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

Re: Enclosure of Comments on the Draft Environmental Impact Report for the NBC Universal Evolution Plan; Case No. ENV-2007-0254-EIR; State Clearinghouse No. 2007071036

Dear Mr. Foreman:

Enclosed please find comments on the Draft Environmental Impact Report for the NBC Universal Evolution Plan prepared by Communities United for Smart Growth. Chatten-Brown & Carstens has advised Communities United for Smart Growth in its preparation of these comments.

Very truly yours,

Amy Minteer, Esq.
Chatten-Brown & Carstens

cc: Los Angeles City Councilmember Tom La Bonge
Los Angeles County Supervisor Zev Yaroslavsky
Los Angeles Deputy Mayor Bud Ovrom
Los Angeles City Attorney Jeri Burge
Los Angeles City Attorney Timothy McWilliams
Roger Moliere, MTA, Chief Real Estate Property Management & Development
Arthur T. Leahy, MTA Chief Executive Officer
Tom Smith, NBC/Universal Vice President, Global Real Estate
Jim Thomas, Thomas Properties Group
Steve Nissen, NBC/Universal
George Mihlsten, Latham & Watkins

COMMUNITIES UNITED FOR SMART GROWTH

Response to

NBC UNIVERSAL EVOLUTION PLAN

City of Los Angeles

DRAFT ENVIRONMENTAL IMPACT REPORT

ENV-2007-0254-EIR

February 4, 2011

4444 Lakeside Drive, Suite 350, Burbank, CA 91505

Communities United for Smart Growth is a 501(c)(3) public charity [ID# 26-3598467]

COMMUNITIES UNITED FOR SMART GROWTH
DEIR RESPONSE
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COMMUNITIES UNITED FOR SMART GROWTH

February 4, 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

The Board of Directors of Communities United for Smart Growth thanks you, the City of Los Angeles and the County of Los Angeles for the opportunity to respond in writing to the proposed NBC Universal Evolution Plan Draft Environmental Impact Report.

Communities United for Smart Growth [a 501(c)(3) public charity] is comprised of local residents and business leaders from the communities that surround the Universal Studios property, which include but are not limited to Toluca Lake, Studio City, the Cahuenga Pass, Hollywood Knolls and other Hollywood Hills associations, and representatives from Burbank. Prior to CUSG's nonprofit status, the group was originally created as the Working Group in 2006 from more than 14 highly respected community associations, chambers of commerce, business groups, and four neighborhood councils. CUSG's mission is to preserve the environment and quality of life and to educate the public on these issues within the City of Los Angeles, as well as to envision and help create a true 21st century development model that will chart a better course for development in the decades to come.

Urban vs. Suburban

The DEIR improperly describes the area surrounding the proposed project site as urban. While the term "urban" may be a City Planning Department designation for the communities that encircle NBC Universal, it is our belief that such a designation is not only mistaken in its identification of our neighborhoods, but that it is possibly intended to permit a much denser level of development than should be allowed. Over-development will strangle this region in traffic gridlock and air pollution, burden our already overwhelmed infrastructure, further erode our forever-crumbling streets that no amount of pothole-filling can repair, sap our continually drought-wracked water supplies, and turn quiet family neighborhoods into bustling city thoroughfares that were never intended to bear the brunt of such boisterous activity.

These neighborhoods are suburban and not urban by almost anyone's standard. Many of the streets, particularly in the Cahuenga Pass, Hollywood Knolls/Manor, and the hilly areas of Studio City, are substandard in width, most with no sidewalks, and so narrow that on Red Flag Days even the residents are not allowed to park on them because the narrow widths prevent the passage of fire trucks. These communities, including the Island and Toluca Lake, are composed almost entirely of single-family homes, many on large irregularly shaped lots, many on hillsides with no walkable land at all, many with expansive canyon views, some with beautiful city or valley views. These quiet communities are quasi-rural, characterized by lush greenery and mature trees, and open space. Most of the landscaping is natural rather than manicured, and the streets are quiet. These neighborhoods lack the typical "urban" noise such as buses, automobile traffic, railway or subway noise, or excessive pedestrian traffic.

It defies imagination to characterize these areas as urban. The only thing urban in this region is Universal Studios.

All the neighborhoods and organizations represented by Communities United for Smart Growth are of a single mind in regards to this issue: These neighborhoods are ***suburban***, not urban, and planning for them must recognize that the bucolic nature of these areas is to be valued and preserved.

Smart Growth

This Board of Directors strongly favors a vigorous regional economy and a healthy and growing entertainment industry. Not only is our entertainment industry a crucial element of Los Angeles' economic viability, a large preponderance of all our commercial and residential communities rely on the entertainment industry in one form or another, and it would not be in the best interests of this region to stifle either economic growth or industry vitality.

While we are supportive of a healthy and growing entertainment industry, we do not support expansion at any cost. We favor smart growth of an appropriate size and type. Oversized and overly impactful development will not only harm our neighborhoods, but could also reduce the long-term viability of any such development.

NBC Universal is a neighbor and all the communities have a vested interest in the success of its Project. And this Board knows that in the future, as in the past, our communal interests will intersect. We hope in this comment letter to stimulate a dialogue about the ideas and issues presented in this response, and even if we do not always agree, we encourage a continuing open-door give-and-take exchange that can lead to a better quality of life for all concerned. We want to see a successful project that is not only appropriate in size but that does not bring harm to the quality of life of the communities that are most affected by the proposed expansion.

> **We believe that, at the end of a project, the communities which it affects should be enhanced rather than diminished.**

We are loath to witness the evolution of a legendary Los Angeles icon from a movie studio that has traditionally provided our region's residents with well-paid entertainment industry

jobs into a tourist venue that provides primarily low-paying, part time and/or temporary service jobs and into a real estate development company that seems set on selling off an historic back lot to create housing that, given the current economic climate, likely will sit empty for a long time to come. It seems that there is an attempt to build a Disneyland – but in the middle of a mountain. This is a location, with its already gridlocked streets, its narrow hilly roads, and its lack of wide arterials to sustain heavy traffic demands, that cannot bear the burden of any more traffic.

Smart growth to this Board means creating a project that all interests can consider a success. We have taken some time, great care and considerable financial outlay to bring to life such a project. We will further discuss this visionary project in this document where we will reference the Metro Universal RiverWalk Vision Plan as an example of how a large commercial development can be accomplished while still preserving and enhancing the quality of life for all the surrounding communities.

To that end, we submit the comments and questions that follow.

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We request that all comments should be considered as questions and we respectfully request responses to each issue examined.

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CUSG Challenge to the Adequacy of the DEIR

CUSG believes that this Evolution Plan DEIR is inadequate and deficient, and a revised DEIR must be reissued for the following reasons:

Bifurcation of the MTA & the Evolution Plan

The proposed MTA Universal development and the NBC Universal Evolution Plan are improperly segmented portions of an overarching plan for the Universal City area that must be considered in a single EIR. It is CUSG's belief that the two projects are, in fact, two sides of a single coin, inextricably linked, and the fact that they have been uncoupled in what appears to be a deliberate attempt to confuse the public renders this DEIR fatally flawed and subverts the environmental intent of the CEQA law. Because the two DEIRs cannot be considered in relation to each other, the evaluation of the identified alternatives becomes a fool's errand. "A public agency is not permitted to subdivide a single project into smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole." [*Orinda Assn v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171.]

Moreover, to date, the DEIR for the MTA site, along with the public comments and other responses, is on file with the City of Los Angeles and no FEIR has been forthcoming. Only when the MTA FEIR is released and finalized will it be made known what the actual impacts will be and what mitigations the City will require. Until then, this Project's DEIR cannot possibly estimate or properly address those issues. The greater CEQA project – the overall

development that NBC Universal proposes for both sides of the street – is not clearly and adequately analyzed for its overall environmental impacts.

A necessary remedy for this inadequate document is to conjoin the two projects into one and to re-circulate a new DEIR that encompasses both the MTA station project and the Universal Studios expansion. This is based on Universal's statement that it is still the main tenant of the MTA site.

Additionally, NBC/U clearly has a legal interest in the property, as it retained a Right of First Offer from the first negotiations through the contract of sale. Having this ROFO gives NBC-Universal a continued stake in the proceedings of the MTA's site. While we all understand that the two sites have different owners of record, which allowed the initial bifurcation, the purpose of any DEIR is to address the real-world issues that the public deserves to know prior to city approval. In the real world NBC Universal is the occupant for both sites, and it is NBC Universal's needs that both projects try to satisfy.

Reasons Why Bifurcation Should Not Have Been Allowed

1. Same Original Ownership of Both the Studio and the Parcel Now Owned by the MTA

Before 1994, the owner of both the 391-acre studio parcel on the east side of Lankershim Boulevard as well as the majority of the several lots comprising a 12-acre area west of Lankershim was MCA (later NBC Universal). The east side was used for movie and television production, and the west side for parking, access to the east side, and other minor uses.

2. Retention of a ROFO/Development Control of the MTA Site

In 1994 MCA sold its interest in the western 12-acre parcel to the Los Angeles County Metropolitan Transportation Authority (MTA) for the Red Line subway station. MCA reserved the right of first offer (ROFO), which gave it substantial control over any future non-subway-related development at that site. Although the studio ownership changed several times, eventually NBC Universal became the owner, still retaining its ROFO over the MTA site.

3. One Developer for Both the MTA Site and Universal Studios' Expansion

A December 2006 press release stated that although NBC Universal would not be directly involved in activating its ROFO and developing the western parcel, it identified Thomas Properties Group as its chosen planning firm. Three months later in March 2006, NBC Universal announced that TPG had been hired to develop a "long term vision plan" for its studio property. This was to be a "shared vision" on the development of all its properties in the Universal City area. Later that year, NBC Universal's "Vision Plan" was introduced, specifically incorporating development for the properties on both the east and west sides of Lankershim. NBC Universal would become the major tenant of the west side property, particularly in regards to what was later called a "Content Center" (i.e., a 5-story digitally up-to-date production and broadcast studio) and a high-rise office building.

NBC Universal Vice President Tom Smith. in May 2007, was interviewed by a local reporter, during which he stated that NBC Universal and Thomas Properties Group had planned the future development for both the east and west sides – "A vision for developing Universal City." He also was reported as saying that NBC Universal would develop the MTA site in a way that was syntonic with the expansion of the Universal Studios property. In the interview he is quoted as saying:

> "[T]he Universal City Red Line is across the street from us. NBC Universal holds a right of first offer on that property because we used to own a portion of it and then sold it to the MTA. That parcel sits at the gateway to our property, and *we thought that there was a very compelling opportunity to somewhat guide the destiny of that site.* While we're not developing that site ourselves, *we envision extending some of our production capacity from this side of the street to the other side of Lankershim.* We entered into discussion with Thomas Properties Group to explore whether they would develop that site, and then *we would become an anchor tenant."*

It is clear from these statements that all entities involved in the development clearly acknowledge the interrelationships between the development of the MTA site and the Universal Studios expansion.

4. *Same Lead Agency*

Although the County of Los Angeles is involved in the Evolution Plan for the studio, as a large portion of the studio sits on County land, the lead agency for the environmental review for both the MTA site and the Evolution Plan development is the same agency: the City of Los Angeles.

5. *Relationship in Time*

The Notices of Preparation of both EIRs were issued within one month of each other.

6. *Proximity*

The MTA site and the NBC Universal studio property are adjacent to each other, separated only by Lankershim Boulevard. Lankershim itself is the primacy access street to both the MTA site and to the main entrance to the Universal Studios property.

7. *Common Control*

With the exception of the actual subway station, which is operated by the MTA, both the MTA site and the studio and associated businesses and structures are both under the common control of NBC Universal. Its ROFO continues to exert substantial control over the MTA site's current development. NBC Universal's planning team has created a unified developmental vision for both locations, and NBC Universal will be the primary tenant at the MTA site.

8. Shared Mitigation Measures

The NBC Universal Evolution Plan relies on the implementation of traffic mitigation included in the MTA Universal project to mitigate its own traffic impact. This comingling of mitigation again shows the interconnectedness of the two projects.

For all these reasons, both locations should have been conjoined in a single EIR. To divide them is to violate CEQA by preventing "the whole of an action" [to analyze all impacts from both project sites] [14 Calif. Code Regs. ("Guidelines"), Section 15378]. California courts have recognize that "piecemealing" does not ensure that the EIR provides "adequacy, completeness, and a good faith effort at full disclosure," [Guidelines, §15378, §15151] and additionally does not ensure that "environmental considerations not become submerged by chopping a large project into many little ones, each with a potential impact on the environment, which cumulatively may have disastrous consequences." [Glendale-Pasadena Airport Authority v. Hensler (1991) 233 Cal. App. 3d 577, 592.] Three criteria to be evaluated in determining what constitutes the whole of a project are: relationship in time, physical location and the entity undertaking the action. [*Tuolumne County Citizens for Responsible Growth, Inc. v. City of Sonora* (2007) 155 Cal.App.4th 1214.] As shown above, the MTA Universal development and the Evolution Plan should be considered the whole of a single project under all three criteria. This would allow for a more accurate assessment of project impacts and analysis of alternatives.

MTA & Universal Studios: Even Now A Single Owner?

The Contract of Sale and Escrow Instructions entered into on December 22, 1994 between the Los Angeles County Metropolitan Transportation Authority (MTA) and MCA, Inc., and the subsequent Memorandum of Understanding (MOU) dated February 25, 1994 establishes procedures for Joint Development Uses and a Right of First Offer. The Initial Offer has certain time restrictions in which the both parties must act.

Have all the terms and conditions of the above agreements been met in a timely manner?

Is MCA, Inc., (or its successors) still the owner in part in the parcels identified in the above Contract of Sale?

If MCA, Inc., is an owner of the above parcels, then this is all the more reason the NBC-Universal Evolution Plan and the Metro Universal Project must be combined into one multi-phase Project. The two DEIRs must be combined to more effectively evaluate issues of environmental impacts affecting the immediate area. Feasible alternatives can be re-evaluated and new ones added.

One such alternative that could be considered with the two plans combined would be the Metro-Universal RiverWalk Vision Plan, put forth by this organization (Community United for Smart Growth). This plan proposed hotel and studio facilities on Universal's property as well as a housing component located on the MTA site, closer to the actual MTA Metro station. This Alternative would then become Alternative 10.

Significant and Unmitigatable Impacts

The DEIR fails to acknowledge the significance of many of this project's adverse impacts. Yet the DEIR, even when it recognizes the significance of the impacts, is quick to declare the impacts "unavoidable" rather than making a good faith effort to fully evaluate feasible alternatives and mitigation measures or a proposal that does not have such an impact on the environment.

To adopt a statement of overriding considerations, the City must make several findings and those findings must be based on substantial evidence. [CEQA Guidelines § 15093(b).] The City must find that it has eliminated or substantially lessened all significant effects on the environment to the extent feasible, and has determined than any remaining significant effects are acceptable because of the Project's overriding benefits. [Pub. Res. Code § 21081; CEQA Guidelines §15092(b).] The DEIR is required to describe feasible mitigation measures and alternatives that would lessen significant impacts, including those proposed by other agencies and the public. [CEQA Guidelines § 15126.4] If feasible mitigation measures or alternatives exist that would substantially lessen the significant impacts, the City must reject the Project as proposed. CEQA places the burden on a public agency to affirmatively show that a project with significant adverse impacts is approved only after all feasible mitigation measures and alternatives are found to be infeasible and only if the project's benefits outweigh its adverse impacts.

The CEQA process is designed to identify the level of harmful environmental concerns caused by a project, and the onus is on the developer to provide relief through meaningful mitigations from these harmful effects. The fact that this DEIR simply gives up on providing these important mitigations and instead identifies them over and over as "significant but immitigable" renders this report deficient, incomplete and ineffective; thus it fails in its primary purpose.

The entire DEIR summarily dismisses impact after impact by arguing that because a problem exists already, more of the problem should be allowed. Under CEQA, the exact opposite is true. When existing impacts are already significant, any increase caused by a new project should be considered cumulatively significant. [Los Angeles Unified School Dist. v. City of Los Angeles (1997) 58 Cal.App.4th 1019, 1024.] In Los Angeles Unified School District v. City of Los Angeles, the court found that when ambient traffic noise levels at a school were already above Department of Health recommended maximum noise level of 70 dBA, any further increase is a cumulatively significant impact. [Id. at 1024-1027.] The DEIR repeatedly argues that it is acceptable to add more noise because a certain level of noise already negatively impacts a neighborhood, more traffic despite intersections already rated "F," an increased demand on water despite ongoing drought conditions and restrictions on water usage, more solid waste even though our sewers are antiquated and operating at over-capacity now and there will be insufficient landfill space, more air pollution even though there is already an unacceptable level of particulate pollution, and more visual clutter to a viewscape because views have already been visually violated.

If these elements cannot be mitigated, why allow them to remain? What is the overriding consideration that allows these negative impacts to be forced upon the public?

CEQA is designed to protect the public. What rationalization can the City use if it decides to impose a Statement of Overriding Considerations to be able to green-light this project in the face of so many elements that are harmful to the public?

Inadequate Delineation/Description of Streets

There are four streets in the Hollywood/North Hollywood region that use the name Cahuenga:

Cahuenga Boulevard in Hollywood
Cahuenga Boulevard East on the eastern side of the 101 Freeway through the Cahuenga Pass
Cahuenga Boulevard West on the western side of the 101 Freeway through the Cahuenga Pass extending all the way to the Lankershim Boulevard intersection
Cahuenga Boulevard in Studio City/North Hollywood

It is CUSG's belief that the DEIR is fatally flawed as at no time does it clearly explain which Cahuenga Boulevard it is referring to. Over and over, Cahuenga Boulevard is cited with no identifying location or east-west notation to make clear to the public which street it makes reference to. The lack of clear delineation of Cahuenga Blvd throughout the DEIR is particularly problematic given the project's numerous significant traffic impacts.

For this reason alone, the DEIR should be revised and re-issued.

Feasible Alternatives and Mitigation Measures Would Substantially Lessen the Project's Impacts

The DEIR acknowledges that the project would have the following significant impacts, but incorrectly claims these impacts are unavoidable:

Traffic (during Project operations and cumulative conditions)
Noise (during Project construction and cumulative conditions)
Air Quality (during Project construction and operations and cumulative conditions
Solid Waste (during Project operations and cumulative conditions)
Off-Site Mitigation Measures (during construction and operations)

CEQA prohibits approval of projects with adverse environmental impacts if there are feasible alternatives that would substantially reduce a project's significant impacts. (Pub. Res. Code § 21002; CEQA Guidelines § 15021(a)(2).) The CEQA Guidelines require an agency to "Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved." In order to implement this policy, the CEQA Guidelines specify that:

A public agency may approve a project even though the project would cause a significant effect on the environment if the agency makes a fully informed and publicly disclosed decision that:

(a) There is no feasible way to lessen or avoid the significant effect..."
[CEQA Guidelines § 15043, emphasis added]

Feasible is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Public Resources Code § 21061.1) Project alternatives can still be considered feasible "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (CEQA Guidelines § 15126.6(b).)

The EIR includes several feasible alternatives that would substantially lessen the Project's significant impacts, but these alternatives are improperly rejected. Additionally, CUSG has submitted a detailed feasible alternative for analysis that would further reduce the project's many impacts.

Feasible Alternatives / Mitigations

All of the significant but unmitigatable impacts of this Project – air quality, solid waste, noise and traffic – during construction, operations and in the future – can be reduced with a reduced intensity development. The best feasible alternative is Alternative 1 No Project. While it is true that some of the benefits of that the DEIR claims for this Project might be lost, it is equally and perhaps more importantly true that none of the significant and unmitigatable impacts would be foisted off on the public for the rest of their lives.

Additionally, other less impactful alternatives would meet the majority of the project objectives, while providing relief from the many significant impacts of the project as proposed.

Increase in Tourism

The DEIR fails to address the number of tourists that will be attracted to the "new and improved" tourist sections of the studio. Yet NBC Universal representatives have candidly stated in meetings that they are hoping for an increase 1.5 million people per year increase which is approximately 30% increase over current levels.

How were these new visitors factored in to all of their base assumptions on traffic and infrastructure needs and environmental impacts, particularly noise and air quality?

Where are the trip generation estimates and the details of other impacts that this significant increase in attendance will bring?

City Has Not Allowed for Adequate Public Participation in the CEQA Process

One of the overarching goals of CEQA is to allow public participation in the environmental review process. The City has not done so here. The size, complexity, ambiguity, technical language and a limited 90-day public comment period of this DEIR document means that the public faced a grossly inadequate time period in which to read, understand and comment on a document of this size and scope. And CUSG believes the fact that this DEIR was released directly prior to a period of time in which numerous major holidays occur, and during which it is common for people to be traveling or out of town for extended periods of time, makes this process invalid.

And when a 30-day extension of the comment period was requested by both Councilmember Tom LaBonge and Supervisor Zev Yaroslavsky, in whose districts this Project falls, the City refused to grant that extension.

This DEIR is approximately 39,000 pages and 27 volumes in length with volumes of technical appendices that could be evaluated only by experts in each field. To find experts, engage them in this process, receive written reports and have the financial resources required to pay for such expert knowledge is clearly beyond the scope of the communities. [CUSC raised and paid in excess of $250,000.00 to pay for legal and technical experts in response to the MTA DEIR, which was a fraction of the size of this Evolution Plan DEIR. This DEIR, as confirmed by City Planning, is a document enormously larger both in scope and complexity than the MTA DEIR, released in 2008.] Moreover, to accomplish the necessary steps for a cogent response during a 90-day comment period which began just prior to the Thanksgiving/Hanukkah/Christmas/-Kwanzaa/New Year holidays placed more than an overwhelming burden on the public. Its effect was to frighten the public from participation and discourage meaningful discourse among the developer, the City, the County and the public.

Doesn't this process violate the spirit of CEQA, if not the letter of the law, by subverting the public's ability to participate in the environmental review process due to the project's complexity, the size and scope of the DEIR, and the limited time for public review?

By deterring public participation in the planning process, has the City created a situation where the far-reaching planning decisions for this large area are made solely based on interactions between the City and developers who may already wield much greater financial and political power? Is this not the antithesis of CEQA's intent?

Ambiguous Phasing

Courts have often stated that: "An accurate, stable and finite project description is the sine qua non of an informative and legally sufficient EIR." [County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 192 93; accord San Joaquin Raptor/Wildlife Reserve Center v. County of Stanislaus (1994) 27 Cal.App.4th 713, 730.] The concern over a stable project description goes to the heart of the EIR's value as a document of disclosure, since without a complete and stable project description, it is impossible to definitively determine what impacts the project being evaluated would have. [McQueen v. Board of Directors of the Mid-Peninsula Regional Open Space District (1988) 202 Cal.App.3d 1136, 1143: "An accurate project description is necessary for an intelligent evaluation of the potential environmental effects of a proposed activity."]

By failing to provide any comprehensible information regarding the phases in which this project will be developed, the DEIR has failed to provide an accurate, stable and finite project description and the public is unable to ascertain the full impacts of the project.

AIR QUALITY

As this community is located adjacent to a major freeway (101) and within proximity to two other major freeways (134, 5), air quality is a major concern. The DEIR has estimated 36,451 pre-TDM trips per day at full build-out. Study after study has demonstrated that freeway pollution is damaging:

In a study described as "the largest and longest study of its kind," USC researchers found that "children living near busy highways have significant impairments in the development of their lungs that can lead to respiratory problems for the rest of their lives." *[Reported in* the *Los Angeles Times, "Freeway Air Damages Young Lungs," 1/26/07]* The study goes on to state: "The greatest damage appears to be in the small airways of the lung and is normally associated with fine particulate matter emitted by automobiles."

In a study published in the *Circulation,* the American Heart Association journal, it was found that "long-term exposure to air pollution from a nearby freeway or busy road can raise the risk of hardening of the arteries, which can lead to heart disease and stroke, German researchers have reported." And further in the article: "'Potential harm due to proximity to heavy traffic should be considered when planning new buildings and roads,' said lead researcher Dr. Barbara Hoffmann at University of Duisberg-Essen in Germany." *[Los Angeles Times, "More Freeway Risks Are Found," 7/23/07]* And UCLA researchers reported the following: "'Our results emphasize the importance of controlling air pollution as another tool for preventing cardiovascular disease,' said Ke Wei Gong, UCLA cardiology researcher... The smaller the particle, the more harm it can cause... Smaller particles generally come from sources of combustion – mostly vehicles." *[Los Angeles Times, "Pollution-cholesterol Link to Heart Disease Seen," 7/26/07]*

This Board does not agree that, just because the communities now suffer in proximity to a freeway, its risk should be significantly elevated as a result of the proposed project. These are cumulatively significant impacts that must be acknowledged and mitigated.

What studies have been performed to assess the health consequences of long-term exposure to higher levels of particulate matter around TODs and transit locations such as MTA stations and/or bus depots? Why were these studies not included in the DEIR?

What studies have been performed to assess the consequences of this particular project's long-term effects on the health of all the affected communities during the construction phases and during operational phases?

If no such studies exist, why should a project such as this be allowed to move forward in the absence of credible health information informing the public about its risks, both short-term during construction phases and long-term during operational phases, especially since the build-out is projected to last 20 years?

A potential mitigation that is not incorporated in this Project could have been the planting of hundreds of "mature" trees instead of the removal or destruction of hundreds of protected trees.

Trees, of course, are our most precious means of air purification. In an article in *The Los Angeles Times ("It's Worse Than Dirty," 12/10/07)* Thomas Cahill, a professor of physics and atmospheric sciences at UC Davis "has results suggesting they (trees) can reduce levels of ultra-fine particle pollution near freeways... trees along the side of a freeway can help mix the air and dilute the concentration of ultra-fine particles." Removing hundreds of trees would have the *opposite* effect.

The residences will also have emissions from HVAC as well as other utility consumption.

What mitigations are proposed for those discharges?

As if to corroborate these studies, the DEIR finds again and again that negative impacts to air quality are significant and unavoidable even after mitigation:

Air Quality - DEIR IV.H p. 1519, 4. Cumulative Impacts

a. Construction Impacts states:

"According to the South Coast Air Quality Management District, individual construction projects that exceed the South Coast Air Quality Management District's 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 South Coast Air Quality Management District's significance threshold for all criteria pollutants except sulfur oxides. Consequently, the Project would have a cumulative impact due to construction-related regional volatile organic compounds, carbon monoxide, nitrogen oxides, PM10 and PM2.5 emissions. In terms of localized air quality impacts, construction of the Project would have a cumulative impact due to nitrogen dioxide (1-hour), PM10 (24-hour), and PM2.5 (24-hour) emissions. Other construction projects in the vicinity of the Project Site could also contribute emissions that would cumulatively increase these concentrations."

b. Operational Impacts

"According to the South Coast Air Quality Management District if an individual project results in air emissions of criteria pollutants that exceed the South Coast Air Quality Management District's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants Operational emissions of the Project would exceed the South Coast Air Quality Management District's thresholds for volatile organic compounds, nitrogen oxides, carbon monoxide, and nitrogen dioxide. Consequently, the total emissions of these criteria pollutants would be cumulatively considerable even with the implementation of all feasible mitigation measures."

Their conclusion DEIR IV.H p. 1520:

"Development of the Project supports the 2007 Air Quality Management Plan's policies by providing infill residential units and commercial development in

the middle of a highly urbanized center. The Project is expected to: reduce average commuter work trips, thus advancing regional air quality goals; minimize regional air quality impacts from new development by infilling existing urban centers and not leading to additional sprawl; improve accessibility of the residents to places of employment, shopping centers, and other establishments by locating new residential and commercial development in proximity to a wide range of existing urban uses; ensure compatibility with pedestrians, and bicycles through site design that encourages pedestrian and bicycle use; and decrease vehicle trips through the implementation of a Transportation Demand Management program that would encourage the use of public transportation and alternative means of commuting."

We question this on several counts:

How can they claim that adding almost 3,000 residential units, approximately 6,000 residents with approximately 3,000 additional cars will reduce and minimize air quality impacts? How would this increase in traffic gridlock improve accessibility of residents to places of employment, shopping centers, and other uses?

How can they assure that the proposed TDM program will serve the needs of these residents? Business? Transporting children to school? Shopping? Recreation?

Again, we question the use of "urban" center in a "suburban" area.

And in the DEIR p 1524:

a. Construction

"(2) Localized Emissions of Criteria Pollutants

Construction emissions would result in maximum ambient air concentrations, across all construction scenarios, that would exceed the South Coast Air Quality Management District's thresholds, thereby resulting in significant impacts, for nitrogen dioxide (1-hour and annual). Estimated construction emissions would also cause maximum ambient concentrations to exceed the new federal 1-hour nitrogen dioxide standard (188 micrograms per cubic meter), resulting in a significant impact. In addition, significant maximum ambient air concentration impacts also occur with regard to PM10 24-hour and annual and PM2.5 24-hour during both Mixed-Use Residential Area 1-Phase and 3-Phase construction, as well as during concurrent construction across all four Areas. Even with implementation of the mitigation measures listed above, impacts associated with these concentration levels could be <u>significant and unavoidable."</u>

b. Operations

(1) Regional Daily Emissions

The Project would generate mass daily emissions of volatile organic compounds, carbon monoxide, and nitrogen oxides that exceed the South Coast Air Quality Management District's thresholds of significance. Even with implementation of the mitigation measures listed above, impacts associated with these criteria pollutants

could be significant and unavoidable.

(2) Localized Emissions of Criteria Pollutants

Operational emissions would result in maximum ambient air concentrations that would exceed the South Coast Air Quality Management District's thresholds for nitrogen dioxide annual. Even with implementation of the mitigation measures listed above, impacts associated with this concentration level could be significant and unavoidable."

Under concurrent construction and operations *[p. 1526]*:

(1) Regional Daily Emissions

"Even with implementation of the mitigation measures listed above, impacts associated with these criteria pollutants would be significant and unavoidable."

(2) Localized Emissions of Criteria Pollutants

"Even with implementation of the mitigation measures listed above, impacts associated with these concentration levels would be significant and unavoidable."

With all of the above sited significant and unavoidable impacts to air quality after mitigation how is it possible that this project claims to be consistent with regional and local air quality plans and policies?

Again, this Board does not agree that, just because the communities now suffer in proximity to a freeway, its risk should be significantly elevated as a result of the proposed project.

What studies have been performed to assess the health consequences of long-term exposure to higher levels of particulate matter around TODs and transit locations such as MTA stations and/or bus depots? Why were these studies not included in the DEIR?

What studies have been performed to assess the consequences of this particular project's long-term effects on the health of all the affected communities during the construction phases and during operational phases?

If no such studies exist, why should a project such as this be allowed to move forward in the absence of credible health information informing the public about its risks, both short-term during construction phases and long-term during operational phases, especially since the build-out is projected to last 20 years?

Another potential mitigation that is not addressed by the DEIR is the extensive use of trees to assist in air quality improvement. In an article in *The Los Angeles Times ("It's Worse Than Dirty," 12/10/07)* Thomas Cahill, a professor of physics and atmospheric sciences at UC Davis "has results suggesting they (trees) can reduce levels of ultra-fine particle pollution near freeways... trees along the side of a freeway can help mix the air and dilute the concentration of ultra-fine particles." Removing hundreds of trees would have the *opposite* effect.

It is estimated that there will be approximately 6,500 new residents of the 2,937 units and they will undoubtedly have personal vehicles for their use. These vehicles will add to the air quality concerns for the area.

What considerations have been given to mitigating those added long term impacts as a result of these new emissions?

Not only will the residents have personal vehicles, but the residences will also have emissions from HVAC as well as other utility consumption.

What mitigations are proposed for those discharges?

Health Risks

Why is there no single section that addresses the scope of the health risks to the public?

This DEIR has no section either in the main portion or in the appendices that addresses the full scope of the health risks involved during the construction and operation phases. Although each individual section may raise some of the issues relating to health, this DEIR should compile all the health risk information in a single section so that the public can see the scope of the health risks during the 20-year build-out as well as during normal operations. We believe that this DEIR is deficient and inadequate without such a section.

ANNEXATION

The only purpose that this Board could find for the annexation of the back lot from the County into the City is profit. Other than the "cleaning up" of boundaries that has been used as a rationale for many zoning and land use changes:

What is the rationale for this annexation? What was the rationale for which entity receives which parcel?

Is the sole purpose financial gain for NBC Universal and its new owner Comcast? If so, presumably City funds and/or County funds, which are public monies, will be involved in this transaction, so what is the financial consideration for this annexation?

What will be the public process for this switching of lands?

What will be the benefit to the citizens of Los Angeles County as well as to the residents of the City of Los Angeles? Will this transaction add to the public good, and if so, how?

What are the short- and long-term financial ramifications of this change?

What will be the impacts to the County of Los Angeles and the City of Los Angeles if this annexation is finalized?

ANNUAL GROWTH & INFRASTRUCTURE REVIEW

The *Daily News* on 7/2/08 in an article entitled "Development Spurs Lawsuit" reported that the City of Los Angeles had not updated its annual analysis on infrastructure since 1998, despite requirements in the City's General Plan for it to do so annually. This report includes transportation, sanitation, schools and police services that are needed to support new development. The article questioned why the City should be allowed to grant construction permits without full knowledge of the viability of the City's infrastructure.

The latest infrastructure review *[Infrastructure Report Card for the City of Los Angeles – January 2003]* that this Board was able to find is dated 2003 and gives the City an overall grade of: C+

The report addressed the following areas of infrastructure, and assigned a letter grade, as follows:

Infrastructure	*Grade*	*Comment*
Bridges	B+	
Stormwater System	C+	"In general the City's current stormwater capacity is deficient in capacity. The existing system cannot handle flows generated by a 10-year storm (a large large that is expected to occur once every 10 years)." *[page 4]*
Street Lighting	C	"...a significant number of streetlights are below an acceptable level." *[page 11]* "As the years progress more streetlights will deteriorate into the Grade D category and will require replacement." *[page 13]*
Wastewater Collection	B+	
Wastewater Treatment	B+	
Water	C	
Airports	TBD	
Public Buildings	TBD	
Parks	C	
Port	B	
Streets & Highways	D	A chart in this section shows over 40% of the pavement condition of the streets to be a level F "Poor." *[page 7]*

Below shows the level of financial investment needed for each category in the 10-year period following 2003 *[pages5-6]*:

Infrastructure	*Ten-Year Investment Needed*
Bridges	$.05 Billon

Stormwater System	$0.1 Billion
Street Lighting	$1.0 Billion
Wastewater Collection	$1.8 Billion
Wastewater Treatment	$.05 Billion
Water	$3.2 Billion
Airports	TBD
Public Buildings	TBD
Parks	TBD
Port	$.02 Billion
Streets & Highways	$1.5 Billion for Pavement; $.07 Billion for Congestion Relief

Has a full infrastructure review or report, containing all the above information in one report so that costs can be evaluated and compared, been updated and released since 2003? Where in the DEIR is this information contained?

How can the citizens of this City be assured that there will be adequate infrastructure to support the size of a development such as this? How can the citizens be assured that there are adequate financial resources in the City to maintain the infrastructure that supports a development of this size and scope?

What legal recourse do the citizens have if this Project is built and the result is that the City's infrastructure is woefully inadequate, that streets continue to erode, for example, and that funding is unavailable to repair the damage to infrastructure from such an increase in use?

Why is the City legally allowed to grant construction permits without assurances that the infrastructure can sustain the development proposed?

BACK LOT – PRESERVATION

Long-Term Jobs from Industrial Use vs. Short-Term Construction Jobs

Universal's intention to re-zone and develop a large portion of their property for residential use will result in the loss of the last undeveloped open space in Los Angeles County zoned for studio production. The net effect of these homes must be a loss of jobs. Even if Universal has no need of the back lot for their own production space, other filmmakers do. CBS Radford is just now planning to build new sound stages at Valley Plaza because they are out of room at their Studio City lot. The land should not be rezoned when studio production is still a viable use of the land.

What is the number of jobs that could have been provided by leaving the zoning as is, compared with using the land for residential development?

In meetings with NBC Universal and other consultants, it has become apparent that the City is very keen to annex the back lot in order to provide housing. Yet – as discussed elsewhere in this

comment letter – the housing does not appear, at least at this moment, to be affordable housing. And even if it is, locating such a dense Park La Brea-style housing complex in such a difficult location – far from transit, along one of the most gridlocked streets (Barham Boulevard) in the City – seems to make no sense, especially as there are many other infill locations that would more directly serve any increase in population growth in Los Angeles.

This destruction of Universal's historic back lot in order to make way for the residential component will create short-term construction jobs but at the same time cause long-term, irreparable damage to Universal's production capacity and thus severely undermines the prospects for well-paying production and production-related jobs for the local area.

Is there any other benefit that the City derives immediately besides the property tax benefit?

Historic Aspect of the Back Lot

Additionally, this plan would destroy an important historic site which has been the locus of decades of noteworthy and unique activity. Indeed, the legacy of the Universal back lot is of vital significance to the very fabric of what has helped Los Angeles achieve global prominence.

Whom did the applicant consult to determine if the back lot had any historic significance worth preserving?

Has the L.A. Cultural Commission or any other similar body reviewed the project to determine if there is significant cultural and historic value to the back lot?

Impacts of the Loss of the Back Lot on the Environment

We question the impacts of the removal and permanent loss of the open space "back lot" on the environment and on native species.

1. There is inadequate or no information in the DEIR regarding any acceptable studies on the short and long-term negative impacts on the local and regional environment caused by 3000 new homes and the loss of existing open space.

2. There is inadequate or no information to verify that there are no challenged, special status, or potentially endangered or endangered species – flora and or fauna – in the project area.

3. There is inadequate or no information on the loss of native tree and plant species, including protected native oak species and other protected species including the California poppy (Eschscholzia californica)

4. There is inadequate or no information on the potential loss of natural watershed, including recurring and seasonal vernal pools, crucial to the survival of native species.

5. There is indisputable evidence, including eye-witness and photographic evidence, that native species of deer, bobcat, coyote, opossum, raccoon and more are native inhabitants of the space proposed for destruction and development.

Why is there no adequate information in the DEIR regarding the negative and potential negative impacts on these known native species?

What are the impacts?

How does Universal intend to protect their native habitat?

6. The proposed residential component would destroy an area that is an important part of the native and crucial migratory corridor for species in the Santa Monica mountain range.

What are the negative or potentially negative impacts on native species' genetic diversity that might or would come about because of the loss of this open space?

7. The proposed residential component would cause the destruction of vital temporary habitat for a number of migratory species, including the Canadian goose (Banta Canadensis).

Why is the DEIR silent on the negative and potentially negative impact on those transitory species?

1) The DEIR does not adequately address or offer viable and reasonable solutions on how to mitigate the negative impacts of almost 3000 new residential units – including the added vehicle and population density – on existing and proposed new traffic and transportation systems and the long-term and wide stretching negative impacts of that proposed growth on surrounding communities.

2) While other components of the DEIR request amendments to existing zoning and the community plan, the residential component requests and requires changes to zoning and the intended and expected use of the land.

How can the City and County consider granting new zoning and a change in the heretofore expected use of the land when they have not adequately provided for the above potential negative impacts?

On Page 12 of this DEIR's Summary, in the section entitled "Continue the Tradition of Outdoor Uses," the DEIR states:

> "Outdoor facilities play an important role for the on-site television and movie production activities ..."

Then why sell off a valuable resource such as the historic back lot?

BICYCLE PATHS

For many years it was considered by all the communities as a settled matter that the bicycle path, which is needed to connect the downtown area with the San Fernando Valley, would run along the path of the Los Angeles River. In earlier times NBC Universal had created plans that provided a scenic connection between its property and the river/bicycle path, as well as incorporating the security that the studio stated it needed to protect its production facilities.

Now NBC Universal executives are claiming that since the 9/11 terrorist attacks, a greater level of security is needed and that the bicycle path bordering their property creates too great a security risk. To that end they have eliminated the Los Angeles River Bicycle Path from their plans and substituted a new torturous path through extremely hilly terrain.

This Board fully understands the need for heightened security and is sensitive to methods for ensuring that security. However:

How does NBC Universal secure the rest of their perimeter from terrorist attacks? What security measures – for example, higher fences, infrared laser-triggered alarms, camera surveillance, armed guards patrolling 24 hours a day 7 days a week – have they instituted since 9/11?

Why does NBC Universal see a bike path along its northern perimeter as more threatening than its perimeter along Lankershim? What evidence is there to support any such claim?

What is crucial about the bike path being situated along the river is that, in an era when gasoline prices are soaring and the green movement is encouraging all citizens to get out of their cars and use other less environmentally hazardous modes of transportation, encouraging the use of bicycles is environmentally important and would be in keeping with NBC Universal's motto that "Green is Universal."

The net effect is that this changed path will discourage the use of bicycles as it adds a number of natural impediments (steep hills) and unnecessarily creates an indirect route. The fact that this new but not improved bicycle path is now routed up and down two long steep grades (the Great Road – which is proposed but may not find approval by the City – and the main entrance to the studio on Lankershim Blvd.) means that the path now becomes unusable for all but the most physically fit riders.

Additionally, as the bike path leads to and from Lankershim Boulevard, an extremely heavily traveled thoroughfare, there is significantly increased danger to bicyclers who must now ride in fast-moving heavy traffic to return to the rest of the path. This will also discourage many potential bicycle commuters.

Why has NBC Universal been given this special exception to the citywide bike path which calls for the path to follow the south side of the Los Angeles River whenever possible, and in this particular instance there is a publicly owned easement along that preferred route?

The DEIR would have the bike path travel up and down the main Lankershim hillside entrance to the park. Can it be seriously suggested that small children and/or seniors on bikes could manage the severe inclines of the currently suggested bike path?

How can these bicycle paths be offered when studies show that 80% of bicycle riders cannot climb the steep terrain hill?

Since many riders would be unable or unwilling to use the bike path as proposed, the EIR must reduce any reduction in vehicle trips it assumes would be associated with bike path usage to accurately reflect the limited usage the proposed path would provide.

Pending 2010 Bicycle Master Plan

The website www.labikeplan.org *[home page]* identifies the 2010 Bicycle Path as a component of the City's General Plan and goes on to state that this plan:

> "... is part of the City's commitment to transform Los Angeles from an auto-centric city to a city with a multi-modal transportation system."

The 2010 Bicycle Plan was approved by the City Planning Commission on 12/16/2010 and is tentatively scheduled to be presented at a joint meeting of the City Council's Planning & Land Use Management & Transportation committees on Wednesday, February 9, 2011. Included is a *Five-Year Implementation Strategy*.

In the section of the 2010 Bicycle Plan identified as "Policies and Programs: Evaluation/-Environment" is the following:

> "ENVIRONMENT: Bicycles along Beaches, Rivers, Fixed Transit Corridors and in City and State Parks Objective 3.3.
>
> Provide a safe and comfortable Class I Bikeway and park experience for all users.
>
> Policy 3.3.1.
>
> Provide a connected network of Class I Bikeways facilities linking bicyclists to recreational, transportation and community facilities.
>
> Programs
>
> A. Green Network
>
> Establish a Green Network of Class I Bicycle Paths along Beaches, Riverways, Fixed Transit Corridors, and City and State Parks to provide a transportation bikeway system with recreational benefits that links users to recreation, transportation and community facilities. Identify opportunities to link the Green Network to bikeways on either the Backbone and/or Neighborhood Network...

B. Los Angeles River Path

Prioritize the design and construction of the bicycle path along the Los Angeles River...

Objective: Complete the full build-out of the bicycle path along the full 32 miles of the River by 2035." *[emphasis added]*

Are the writers of the DEIR not aware of this pending 2010 Bicycle Path, or have they deliberately chosen to ignore the benefits to the community and the environment in favor of their own convenience?

What is the effect of this changed path on the new Los Angeles Master Bike Plan that is currently in the works? Would this change inhibit the implementation of the plan?

The DEIR must analyze the land use, traffic, and air quality impacts associated with the project's lack of compliance with the Citywide bike plan.

BIOTA

Wildlife / Birds & Animals

This DEIR *[DEIR Summary: Biota (iv) page 162]* states the following:

> "Although limited wildlife movement may occur between the Project Site and areas to the east, such movement is very unlikely to areas north or west of the Project Site and, therefore, the Project Site does not act as a true wildlife corridor, movement pathway, or linkage between larger habitat areas for terrestrial wildlife. The remnant habitat areas and artificial water features on-site may provide "stepping stone" linkages for birds, bats, and insects during migration, although the Project Site is not unique in this respect, as there are also larger, more intact, and higher quality habitat areas available in the Santa Monica Mountains."

In the above statement, the DEIR makes its own argument that this is an ecologically intact site, a wildlife island unto its own. The species that are there, for example Mule Deer and California Quail, require large areas, corridors, habitat connectivity, etc. They decline when there is too much development. Numerous studies support this. The simple fact that they are there tells us that the site is ecologically intact and connected. Small sites, like Elysian Park, do not have these animals.

The animals that live there have been there for a very long time. The statement that "A lack of genetic variability within a population may eventually lead to extinction, as the isolated population will not have the ability to evolve or adapt to changing conditions over time" is not substantiated and almost sounds like an excuse to just kill them all because they won't live much

longer anyway. Yet the animals that live on the project site have already survived two fires on the lot in recent history.

What is happening, as a result of this project, is that hundreds of trees will be destroyed and an entire eco-system is being wiped out.

The DEIR makes mention of "the resident deer herd, raccoons, coyotes, bobcats, squirrels" but does not give any count for these animals. There is admission of their existence, but there is no description of where they live, where they find water, etc.

What is their ecology?

Deer are large animals. They require a spacious habitat. Since the open space that is being wiped out is basically the only place where they live (the DEIR repeatedly states how far Griffith Park is), this means that the animals that live on site would have nothing left. It's the last stand for these animals.

Whatever birds and their babies that are not killed can fly over to Griffith Park (it's only a mile away) and then points beyond, but no mitigation measures are given for any of these larger animals.

What will happen to these larger animals and their young? Where will they go?

What experts did the consultants contact? What studies were used to justify the lack of mitigation measures? Please cite.

What assurances do we have that no endangered species will be harmed?

What oversight regarding wildlife and bird life will this project have during construction and operation?

What are the biological impacts on birds and wildlife from the increase in night lighting? What studies have been conducted by recognized experts in the field, and why are those studies not included in this DEIR?

Trees

The oak (Quercus agrifolia), walnut (Juglans californica) and sycamore (Platanus racemosa) trees are all California protected. Five hundred of these are slated for removal. The DEIR describes in an extremely chaotic and confusing manner that there will be an exchange of trees between the City and the County, yet fails to identify exactly how these exchanges will occur. Regardless of whether it is City or County, the removal of so many trees seems unnecessary, unhealthy, and unenvironmental. The DEIR claims the tree removal would have a less than significant impact, but if and when they are replaced, the replacement trees would not be mature trees. The planting of mitigation trees contributes negligible CO2 mitigation because such trees won't even begin to sequester significant carbon for at least 20 years.

Since many of the Project's oak trees and other tree species are located on the back lot, does the annexation of the back lot into the City from the County account for this exchange? Please explain.

It is clear, no matter how confusing the DEIR's explanation, that hundreds of trees will be indiscriminately chopped down, whether they are 4 inches or 8 inches in diameter. The DEIR says that trees will be planted on-site and off-site, yet the lot is being heavily developed. The City and the County both have a minimum size regarding removal of trees. Whichever regulation is the most stringent should apply.

Where on-site will these mature trees be planted? Where off-site? Please cite.

Griffith Park already has a significant quantity of oak trees and one cannot just clear away scrub habitat and randomly insert oaks.

An entire woodland is being strip-mined out and the DEIR says that multiple trees will be planted for every tree removed, so that means that NBC Universal will need to find significant open space in which to plant what amounts to an entire woodland. This is if they do not opt to pay a fee in lieu of planting.

The DEIR's Table 138 on page 1575 is hereby called into question.

From what source did the DEIR derive the size of the canopy spreads for these tree sizes in Table 138?

Studio City Beautification recently planted 13 15-gallon Quercus agrifolia (oak) and not one was anywhere near 18 feet in diameter. The largest were approximately 4 feet, some smaller. The final EIR needs to show documentation from various reputable nurseries/growers as to the trees they have and their sizes.

NBC Universal also needs to consider in its count the number of trees that will be killed during construction as well as the ones that don't survive after transplantation, and that number must be added to the already confusing number that they have now.

Additionally, the only supervision during construction is by "the contractor." To fully comprehend the inadequacy of allowing the contractor to supervise this area, it would be useful to remember any work we've ever had done at our homes by any kind of contractor and then consider whether or not that contractor is the proper supervisor in charge of protecting valuable trees and baby birds.

Why are there no qualified, independent biologist and certified and licensed arborist required on-site during construction?

The final EIR needs to specify EXACT mitigation measures that make sense. CEQA specifies that a project must not contribute to the cumulative degradation of resources, or if it does, this must be mitigated. This project is most definitely a cumulative degradation of resources. The

only way to mitigate these cumulative impacts is to reserve a substantial portion of the site as open space and the most logical place to accomplish this is right where it already is as well as along the river.

Migratory Bird Act

The proposed project conflicts with the resource protection policies of the federal Migratory Bird Treaty Act ("MBTA") by removing hundreds of trees used by numerous migratory bird species.

The MBTA provides that:

> "[I]t shall be unlawful at any time, by any means or in any manner to pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported,
> carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention ... for the protection of migratory birds ... or any part, nest, or egg of any such bird." *[16 USC § 703.]*

The list of migratory birds includes almost every native bird in the United States. This law also extends to parts of birds, nests, and eggs. It is therefore a violation of the MBTA to directly kill or destroy an active nest of any bird species. Many bird species breed in the vicinity of the project and almost certainly on the project site. The project provides no provision for compliance with this law and therefore would have a potentially significant impact on biological resources through violation of the MBTA.

The DEIR Fails to Acknowledge the Significance of Tree Removal

The DEIR fails to acknowledge that the removal of hundreds of protected tree species would result in a significant and avoidable impact. Providing replacement trees would not reduce this impact to a less than significant level for several reasons. The replacement trees would be of a different size, planted at a different location, and would not mitigate the impacts to the species that now use the existing trees. It would also not mitigate the impacts to area residents that rely on those trees to block noise and night lighting impacts and to provide reductions in air pollution. The EIR must acknowledge the remaining significance of this impact and consider alternatives to the project that preserve many more trees in place.

Impacts of Artificial Lighting on Wildlife Must Be Analyzed

Light pollution caused by artificial lighting can have significant impacts on wildlife species. Artificial lighting disrupts sleep patterns for wildlife much the way it does for humans, which can disrupt nesting and make sleeping wildlife more susceptible to predation. *[April 7, 2006 Science Magazine article by David Hill: "The Dark Side of Night Lighting."]* The DEIR fails to analyze the cumulative impacts of increased light pollution on the many species that reside

in the nearby Santa Monica Mountains, Griffith Park (which is designated by the County as a Significant Ecological Area), and Weddington Park, as well as those that frequent the Los Angeles River, which is only a short distance from the development site.

Artificial lighting also physically attracts many species of birds, serving as a magnet that can cause night migrating birds to collide with brightly lit tall buildings. *[see www.audobon-magazine.org/darksideoflight.html, incorporated by reference]* The DEIR fails to analyze the cumulative impacts of the development's artificial lighting on migrating and other bird species.

CULTURAL RESOURCES

The DEIR has not acknowledged nor explained why those existing portions of the Universal Studios production lot – which have been identified for demolition and construction of residential units – have not been considered as historic resources for the City of Los Angeles.

Universal Studios is one of the oldest continuously operating entertainment studios in the world. Countless productions have been made on portions of the lot – where iconic and classic scenes have taken place, using structures, vistas and features which still exist today – which have come to identify the works of numerous artists.

Various features of the proposed area to be demolished meet CEQA's definition of a historic resource. The demolition of any historic resource is considered a significant impact under CEQA. As such, the City is required to adopt mitigation measures to mitigate or avoid the significant adverse impact to the historic resources. CEQA provides a strong preference for preservation of historic resources and the City must show preservation to be infeasible.

The project proposes to demolish California Register eligible buildings and to mitigate this impact with the Universal Studios Historic District preservation plan.

What does the preservation plan include?

Does this proposal comply with CEQA guidelines regarding historic preservation (§ 15064.5. Determining the Significance of Impacts to Archaeological and Historical Resources)?

Libraries

The DEIR proposes a new on-site library:

> "Per the City of Los Angeles Planning Department's estimation, the population for the service area for the Goldwyn Hollywood Library will reach approximately 96,789 by 2030, whereas the service population for the North Hollywood Library will reach 74,813 by 2030. As this level of population would exceed the service capacity of the Goldwyn Hollywood Library, the library would not be adequate to serve the needs of the community in 2030...

> As such, a new regional branch would need to be constructed in the service area to meet City's library service standards. Mitigation measures are recommended to ensure adequate library facilities are available within the service area to meet the Project's demand for library services. *[DEIR, Summary, 11. Public Services (e) Libraries, page 209]*

Is this new library included in the traffic and parking analyses? If not, why not?

How would those analyses change with the inclusion of library statistics?

CUMULATIVE PROJECTS' IMPACTS

On February 28, 2008 four San Fernando Valley Neighborhood Councils joined together to sponsor the Southeast Valley Vision Town Hall. This Town Hall examined the potential impacts of seven significant developments in the southeast region, including the Evolution Plan (still named the Vision Plan at that time), as each project's impacts would extend well beyond its immediate area. These projects were all within a 4-mile radius and comprised a total of over 12 million square feet of development.

The focus of this Town Hall was to look at all the projects as "one" and to address the cumulative effects.

We believe that this Project's DEIR inadequately addresses the cumulative impacts of all the proposed and approved projects within a reasonable distance.

Adjacent Projects

The DEIR talks about physical boundaries that separate the Project from adjacent communities and therefore lessens the impact significantly.

Why is the same logic not used when considering the residential component of the Project to the Metro Station?

Related Projects

Why are unavoidable unmitigated impacts of other related projects not evaluated as to their cumulative effects on the Evolution Project?

DEVELOPMENT PHASES & 20-YEAR BUILD-OUT

The proposed development agreement for the Evolution Plan requires additional detail to allow for an adequate analysis of the project's impacts. Areas where additional information is required include:

Broken into 4-5 development phases
Traffic mitigations in place before starting each phase
Shuttle
Who funds improvements after 20 years?

This Project is broken into 5 phases over a 20-year build-out, and because of the extraordinary impacts that this Project will have on the entire region, the following issues must be addressed and finalized:

All traffic mitigations for each phase must be in place and functioning concurrent with or at the end of that phase. It is not acceptable that the surrounding communities and the public who drive through these areas every day experience interminable delays for a 20-year period. No phase shall be allowed to begin until construction of the traffic mitigations for the previous phase is completed. No temporary certificates of occupancy or final certificates of occupancy should be issued until the traffic mitigations for each phase are finished.

There are additional transportation modes, such as added buses and a shuttle, that are part of the mitigations for this Project, but the DEIR gives no assurance that these assists will continue after the 20-year period. The City of Los Angeles must agree that these additional methods of public transportation will be maintained and paid for in perpetuity by NBC Universal.

EMPLOYMENT, HOUSING & POPULATION

How do they come up with indirect housing demand? If there are 5,193 new employees, don't they all need housing? And how many are they assuming would live at the project site?

What studies were conducted, and by whom?

Was SCAG the only source?

Over what time period, what time horizon?

Housing

One of the Project Objectives and Overall Goals is to provide new housing opportunities in proximity to jobs and adjacent to a Metro Rail Station. Yet the 2,937 dwelling units in the City of Los Angeles Specific Plan are located two miles distant, over hilly terrain, from the nearest Metro Station.

Where is there housing located within feet, not miles of a Metro Rail Station?

Why does the Project not meet the planning guidelines and ordinances set by the City of Los Angeles and MTA that promote residential proximity to public transportation?

Employment

Did any recognized expert in the field of population growth provide information or statistics to verify those provided by Southern California Association of Governments? If not, why not?

Isn't it considered to be good methodology to verify all data before relying upon it, especially for a Project of this size and scope? Why was that methodology not employed here?

ENTITLEMENTS

In every presentation by NBC Universal representatives, questions from the public about the annexation of the back lot to the city have been answered by statements from those representatives that once the back lot has become City property, that parcel (or parcels) will be sold off to a residential real estate developer or developers.

All the communities are united in opposition to this plan and all organizations representing those communities have been extremely vocal in arguing that the back lot is no place for residential real estate development. The proper place to locate residential development is on the MTA site in direct connection to public transit. That also is in keeping with the MTA's stated objective to provide transportation for the citizens of Los Angeles:

> "Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County." *[Mission Statement, www.metro/net Overview, "About Us"]*

For NBC Universal to exercise their ROFO for the purpose of using the MTA site as a location for office high-rise buildings is, we believe, to participate in squandering the public's asset.

Can NBC Universal or the DEIR demonstrate any reason why such office buildings cannot feasibly be located NBC Universal's own property on the back lot?

Furthermore, the Board strongly opposes the change in land use from production space to residential housing. Los Angeles has for many years been plagued by runaway production, enticed by the generous tax credits and newly built studio production spaces that have been built in other cities and states. Even though the studio may no longer need vast open spaces to film Westerns or other extensive outdoor activities, it must have need of digital production housing, which is being built as fast as construction companies can manage.

We all recognize that production space is **where people work.** To take production space, valuable for creating what we all refer to as "jobs, jobs, jobs" and to sell off those entitlements to third party developers who will likely not reside in any of our communities and thus not live with the effects of their decisions, is short-sighted in the extreme. Thus, the profit motive appears to be the only conclusion we can draw for such a step.

ENVIRONMENTAL ISSUES

Urban Hot Zones - Increased Electricity & Water Needs in Relation to Hot Zones

Because the Project site is part of a Regional Center, this Board has great concern over the creation and/or increase of what environmentalists are now calling "urban hot zones." As cities and counties replace vegetation with development, the urban canopy is being decimated, resulting in markedly higher temperatures in densely populated areas.

In an article in the *Los Angeles Times ["No Safe Arbor in the City," 3/08/04],* "the nation's urban areas as defined by the Census Bureau have lost 21% of their tree cover in the last decade." In the same article, the following information is given: "Urban heat island: In large areas where pavement, rooftops and other man-made structures absorb solar energy, surface temperatures rise and make the overall air temperature higher by 2 to 8 degrees Fahrenheit." A graph shows Los Angeles' August average highs in 1910 as 80.49° and a 1992 August average high of 85.12°.

The same article states: "The gradual deforestation of urban landscapes contributes to pollution, erosion and loss of wildlife habitat, as well as higher temperatures in some downtown areas, which lead to higher energy costs." And: "Bigger trees with large canopies and root systems tend to reduce smog by lowering ambient temperatures, releasing moisture and absorbing pollutants, such as ozone ..."

In an article entitled "Developing a Hotter L.A." *[Los Angeles Times online, 9/9/07],* writer Ali Modarres notes:

> "High density development is usually considered environmentally friendly if it occurs near subway, rail or bus lines, and people can abandon their cars to get around... One effect of high-density development that can potentially increase energy consumption is a phenomenon known as the 'urban heat island' ... Researchers have known about the effect of the urban heat island on ambient temperatures for more than 100 years. More recently, however, heat-island studies of such cities as London, Athens, Tokyo, Beijing, Phoenix and Los Angeles have not only shown the problem worsening but have documented the rising level of energy consumption associated with it. The greater the density and the less green space nearby, the more severe the urban heat island can become."

Higher urban temperatures clearly mean a significant increase in the use of resources such as water and electricity to run air conditioners for much longer periods of time.

Were studies performed that estimate the effect of such an urban hot zone in all the communities adjacent to or near this development? If so, why were these location-specific studies not included in the DEIR?

If temperatures in and around the Project are elevated over their current temperatures, what provision or mitigation is suggested to reduce temperatures or to accommodate for much higher resource allocation?

What would be the typical cost increase for a family of four in their use of electricity and water, as a result of the increase of such an urban hot zone?

How would such an urban hot zone affect greenhouse gas emissions?

According to the Energy Department's 2006 Building Energy Data Book, quoted in the above-referenced article, "39% of primary energy in the U.S. is consumed in buildings, accounting for 38% of annual carbon dioxide emissions... In addition, 68% of all energy consumed in residential buildings – houses, apartment buildings, condo towers and so forth – goes for heating (space and water), cooling and lighting. This energy consumption produces 66% of carbon dioxide emissions in all U.S. residential buildings."

Has this DEIR evaluated the above figures (or more resent figures) and how do those figures compare to levels in the neighborhoods adjacent to the proposed Project?

Given that hillside areas, such as the Cahuenga Pass, Studio City, the Hollywood Knolls and Blair Drive, regularly experience electrical power outages during periods of high usage (particularly when temperatures reach 85° and above), and given that the State of California has experienced rolling blackouts and brownouts to deal with its continuing energy production problems, we do not see that this DEIR provides an adequate assessment of the real-life restrictions that all the communities will suffer as a result of the significantly increased use of resources at the Project site.

Water Resources

The DEIR Does Not Adequately Analyze Water Resource Impacts

The DEIR should analyze 100 year flood impacts, not just 50 year impacts.

Additionally, the DEIR claims dewatering impacts would be less than significant, but goes on to acknowledge that dewatering may be required. This should be considered a significant impact.

What will be the effects of significant dewatering on each community and on the region?

Mitigation of Water Quality Impacts is Improperly Deferred

The DEIR includes a single hydrology mitigation measure, which consists of subsequent preparation of drainage plans showing how storm water runoff from the proposed West Side development would be conveyed to storm water conveyance facilities. Such information should not be deferred, but rather should be prepared as part of the DEIR. It is unclear what would be required in the drainage plan.

Would drainage basins be necessary at the site?

If so, why has this project feature not been disclosed and analyzed to ascertain whether it would cause any additional impacts?

Water Usage Impacts

It is no secret that Los Angeles faces a dire situation in terms of its water resources. The heading of a press release on 8/14/08 from the Office of the Mayor reads: "Mayor Villaraigosa cracks down on excessive water use." The release goes on to discuss the new water-use ordinance, which expanded water use restrictions and increased penalties for offenders. In the release, Nick Patsouras, president of the Board of Water and Power Commissioners, states: "The action today emphasizes the magnitude of not only our water supply situation, but that of the entire state."

California faces a severe water crisis. In "Is Growth Over?" *[a 7/20/08 article in The Los Angeles Times],* the writer cites Governor Arnold Schwarzenegger's recent executive order stating that "California is in a drought and directing state agencies to start thinking about what to do about it. It is only the latest sign that a way of life built on cheap and readily available water is coming to a close." The article continues on to discuss recent court decisions limiting development where adequate water supplies cannot be shown to exist.

It also details the cutbacks by agencies such as the Metropolitan Water District of Southern California and the Los Angeles Department of Water and Power and the higher prices that consumers can expect to pay ("30% reduction in deliveries to agricultural customers ... similar cutbacks to urban consumers and rate hikes of up to 20%."

The writer of the article, Cary Lowe, is a land-use lawyer and urban planning consultant. In the article he states, "Unlike previous droughts, the current shortage of water is largely the product of long-term climate change because of global warming. This means that the shortage will not abate without major changes in how we consume water... As things stand now, California is rapidly approaching the limits of growth... What remains to be seen is whether that [conservation measures] will just postpone the day of reckoning – when we have done all we can to cut consumption but demand still exceeds supply. At the [sic] point, California will have reached the limit of its growth."

In a time of severe and ongoing drought conditions that are not anticipated to relent, is it sensible to advance such a dense project, even when the project includes some water conservation, capture and recycling measures?

Can the public be assured that adequate and reliable water supplies will be available not only for normal residential and commercial use but in the event of fire?

Fire and Earthquake Safety in Relation to Drought

Prior to the comments below, this Board wants to unequivocally state its respect for and gratitude to the Los Angeles Fire Department and most particularly to our local fire stations for the magnificent protection and care it has offered to the residents and business owners in all our neighborhoods. Our concerns regarding the availability of water in no way suggests that our firefighters are not in every way equal to the task of fire-fighting. They have kept our communities safe for many years, and we cannot express in words the gratitude we feel for their courage and heroism.

However, the problems of inadequate water supply in Los Angeles are well-known.

Adequate water pressure for fire fighting – fire season is now an identified season in the Southern California region – is a serious question. On 11/22/08, the *Los Angeles Times* reported in its article, "Dry Hydrants Doomed Up To 5 Homes, Officials Say," that inadequate water pressure caused homes to burn in the Hidden Hills Estates area in Orange County.

In reference to the sad and destructive studio fire in June of 2008, the *Los Angeles Times* article, "Water Glitches Hamper Fight Against Studio Fire," *[6/2/08]* it was stated: "Low water pressure and an overwhelmed sprinkler system hampered the fight against a fast-moving fire that tore through two city blocks at the Universal Studios Hollywood back lot." Supervisor Zev Yaroslavsky is quoted in the article as saying, "The water came out of hoses anemically; the water pressure issue is going to be the postmortem issue of this fire." And the article goes on to state, "Some firefighters on the scene could get only a 10-foot spray from park hydrants and were unable to reach the vaulting flames."

Again, is it safe to plan such an enormous development in the middle of an identified fire hazard area – so dangerous that residential property owners can buy fire insurance only through the California Fair Plan – when drought conditions are anticipated to continue to be a standard feature of Southern California living?

What assurance does the public have that adequate and reliable water supplies will be available in the event of fire?

Import/Export of Earth

A total of 450,000 cubic yards of import or export of earth is identified in the City of Los Angeles Specific Plan area. This does not include movement of dirt within the Specific Plan area nor the Universal Studios Specific Plan area.

Why is this figure used since dirt will be moved around the site to make new contours for the anticipated development?

The DEIR must disclose all grading impacts of the project.

Airborne Pathogens / "Valley Fever"

The soil at the Project site could potentially harbor a fungus termed Coccidiodes immitis. This microbe leads to the development of coccidiodomycomis, also known as "Valley Fever," a disease which causes pneumonia in humans, especially in people with weakened immune systems. The potential for this disease to cause pneumonia is increased in individuals with immune impairment, such as those with AIDS or chronic pulmonary diseases. Outbreaks of this disease occur following the disturbance of soils containing the fungus. These projects involve the movement of previously undisturbed soils and grinding of stones in a residential area and could therefore have significant health impacts due to the spread of coccidiodomycomis.

An article on the Mayo Clinic website *[www.mayoclinic.com/health/valley fever]* on 1/29/2011, entitled "Valley Fever" and written by Mayo Clinic staff, identifies Valley Fever as follows:

> "Valley fever is a fungal infection caused by coccidiodes organisms. It can cause fever, chest pain and coughing... The coccidiodes species of fungi that cause valley fever is commonly found in the soil in certain areas. These fungi can be stirred into the air by anything that disrupts the soil, such as farming, **construction** *(emphasis added)* and wind. The fungi can then be breathed into the lungs and cause valley fever...

Further in the article, it is stated:

> "In the soil they [fungi] grow as a mold with long filaments that break off into airborne spores when the soil is disturbed. The spores are extremely small, can be carried hundreds of miles by the wind and are highly contagious. Once inside the lungs, the spores reproduce, perpetuating the cycle of the disease."

And on the WebMD website *[www.webmd.com]*, there is a definition of Valley Fever that states:

> "The disease is endemic (constantly present) in the **southwestern U.S.** [emphasis added] and parts of Mexico and South America."

Yet when this Board searched the DEIR for any mention of Valley Fever and how the Project proposes containment, if these spores are present, it failed to turn up even a single mention. Unless some sort of spore suppression activities are included in the mitigation measures for the Project, the potential for health impacts from Valley Fever remains significant.

What measures will be used to ensure that valley fever isn't a health risk to all the communities surrounding the Project site?

What actions to prevent Valley Fever will the Project undertake?

What if other possible toxic substances, airborne or otherwise, are found on site during excavation? What methods of control and elimination will be instituted to protect workers as well as the public from harm?

Trees, Carbon Emissions and Global Warming

> "(W)e cannot afford to ignore even modest contributions to global warming. If global warming is the result of cumulative contributions of myriad sources, any one modest in itself, is there not a danger of losing the forest by closing our eyes to the felling of the individual tree?" *[Center for Biological Diversity v. National Highway Traffic Safety Administration (US Ninth Circuit Court, 2007)]*

Trees are important tools in the fight to stave off global warming. They absorb and store the key greenhouse gas emitted by our cars and power plants, carbon dioxide (CO2), before it has a chance to reach the upper atmosphere where it can help trap heat around the Earth's surface.

CUSG contends that this DEIR fails to meaningfully analyze or mitigate (CO2) biological emissions associated with the conversion of oak, walnut and sycamore woodlands to non-forest use. By this omission, the project disregards the California Environmental Quality Act (CEQA), Office of Planning and Research (OPR) guidelines, California Attorney General opinions and Court decisions by not making a good faith effort to analyze or mitigate project oak, walnut and sycamore woodlands CO2 biological emissions.

The California Global Warming Solutions Act (AB32) defined thresholds are to reduce carbon dioxide emissions by 2020 to 1990 levels, with a further 80% CO2 reduction by 2050. That means every ton of CO2 emitted back into the atmosphere by this project's woodlands conversion, plus the loss of future increases in tree carbon sequestration, represents a measurable potential adverse environmental effect.

The foundation of the AB32 reduction objectives and California Forest Protocol preservation standards is the "net present value" of GHG emissions – an emission avoided today is more valuable than an emission avoided tomorrow. Therefore, a ton of oak woodlands carbon currently sequestered is more critical than a ton of woodland carbon stored in the future.

A state standard (recognized universally) to measure oak woodland CO2 biological emissions exists under the 2007 California Air Resources Board (CARB) Forest Protocol. This Protocol provides the analytic tools and methodology for measuring CEQA forest carbon baselines-impacts. Notably, COF has the Forest Protocol-accredited professional capability to calculate for any oak woodlands conversion both the amount of carbon dioxide currently sequestered and the CO2 biological emissions if those woodlands are impacted.

A tree has the ability both to store atmospheric CO2 and release CO2 back into the atmosphere when killed. Thus two CO2 biological emission impacts must be considered.

Dual woodland CO2 emission effects must be considered for review.

- Direct CO2 emission impacts from dead tree disposal
- Cumulative impacts due to the loss of future increases in live tree carbon sequestration.

Notably, the absence of value and timeliness exclude on-site woodlands retention or the planting of trees as valid CO2 biological emission mitigation measures.

The remaining trees won't start growing any faster, so they contribute nothing toward mitigating for the CO2 that would be stored in the killed trees if they would be allowed to live.

Planting mitigation trees contributes negligible CO2 mitigation because they don't even begin to sequester significant carbon for at least 20 years. This means mitigation planting contributes zero mitigation for carbon biological emissions in the AB32 short-term (2020-2050). Also, their long-term (Forest Protocol 100-year) ability to store CO2 is greatly exceeded by the amount of carbon that would
be sequestered by the trees that are planned to be killed.

On-site woodland retention and planting trees contribute negligible mitigation for CO2 biological emissions associated with the disposal of so many oaks, walnuts and other trees and shrubs.

How much potential CO2 sequestration of the next 100 years will be lost due to impacts to live native trees 4" or greater?

How much sequestered CO2 will be released if the live trees, standing dead trees or woody debris are burned or otherwise disposed?

How will oak, walnut and sycamore woodland CO2 emission impacts be proportionally mitigated?

California's official greenhouse gas policy categorically places a premium on conserving native forests over the next 100 years. Yet the project refuses to meaningfully analyze direct and cumulative CO2 emissions from the conversion of oak and walnut woodland to non-forest use, despite a universally accepted California standard for measuring those carbon biological emission effects.

Climate / Climate Change

Given the multitude of challenges that California will soon face as a result of climate change, the Project must make greater efforts to reduce its greenhouse gas emissions, both during construction and operation. Although the DEIR suggests many ways in which the Project could reduce its carbon footprint, they must be made mandatory and enforceable.

The following are some steps that this Board considers crucial:

- Requiring gold or platinum LEED certification

- Requiring the use of low-flow shower heads, low-flow toilets, and waterless urinals
- Prohibiting the use of Styrofoam containers
- Eliminating the video signs and internal lighting of billboards and other creative signs (video billboards, operational 24 hours per day use an unnecessary amount of energy) [these types of signage use vast amounts of electricity and emit heat]
- Installing grid-tied gym equipment, which generates electricity instead of using it. Incorporation of such equipment is feasible as it is currently in use at The Green Microgym in Portland, Oregon.
- Incorporating rooftop photovoltaic solar panels into the design, and using this solar energy to power the Project. Although solar is hinted at in Project renderings, no commitments are made.
- Mandating the use of Energy Star appliances where applicable

Also, the DEIR claims that the project would include a 30 percent reduction in greenhouse gas emission over a "business as usual" project and uses this unsubstantiated claim to support a finding that the project has adequately reduced emissions. This claim is highly misleading for several reasons. First, the majority of new projects are required to include similar greenhouse gas reduction measures, so it seems highly unlikely this large project would be a 30 percent reduction over other similar projects now being approved. Additionally, this project would significantly increase the energy usage of the site by significantly increasing the amount of development for the site beyond what would currently be allowed. We request that there be further analysis and that additional measures for reducing GHG emissions are included.

What are the procedures or processes that result in the reduction that is claimed in the DEIR? Give specific examples.

Digital Billboards

As stated in an article posted online from the *Philadelphia Environmental News Examiner* by Aaron Colsher *[12/21/2010]*:

> "... Digital billboards can require thousands of LED bulbs that are list both day and night... LED lights do not function well in excessive heat... Digital billboards require cooling systems to function properly... Digital billboards use an inordinate amount of energy...
>
> "A study conducted by Gregory Young, a Philadelphia based urban planner, states that in a year a digital billboard can consume up to 30 times the energy that an average American household uses. Compared in terms of CO2 emissions, digital billboards emit over 100 tons of CO2 a year compared to 10-15 tons of CO2 generated by an average household...
>
> "Digital billboards are an unneeded burden on the environment."

The loss of hundreds of mature trees that process the CO2 will dramatically exacerbate the increasingly hazardous air quality in the surrounding communities.

Wastewater Requirements

In a memo dated 1/5/11 to Jon Foreman, Senior City Planner, from Ali Poosti, Acting Manager in the Bureau of Sanitation, it is stated that "based on the estimated flows and the construction of a new 16-inch sewer line, it appears the sewer system **might** *(emphasis added)* be able to accommodate the total flow for your proposed project," and further, "If the public sewer has insufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time." The DEIR fails to analyze the reasonable possibility that the sewer system would not be able to accommodate the wastewater generated by the project.

If solid waste is listed in the DEIR as a "significant and unmitigatable impact" *[DEIR VI. Summary of Significant and Unavoidable Impacts, pages 2434-2440]*, ***why does the DEIR then require the developer to build sewer lines in the event that it is proven that the sewer has insufficient capacity?***

If added or enlarged sewer lines will provide adequate capacity, why is solid waste considered to be unmitigatable? Please explain.

GEOTECHNICAL

The DEIR improperly defers the mitigation of grading, erosion, sedimentation, soil stability and liquefaction impacts, instead punting these issues to post-approval reports. This violates the requirements of CEQA. [Endangered Habitats League v County of Orange (2005) 131 Cal. App. 4th 777, 793-94; Guidelines Section 15126.4(a)(1)(B).]

This improper deferral of mitigation is particularly problematic as there are potentially hazardous conditions at the project site. For example, the DEIR states the following:

> "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 to moderate potential for liquefaction." *[DEIR Summary, page 121]*

Furthermore, slope failure appears to be a major consideration. The Summary states:

> "An on-site slope 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, Project impacts related to landslides would be significant..." *[Ibid., page 122],*

To make matters worse, Appendix H-1 Figure 7 shows the entire back lot area as being designated a "Potential Slope Stability Hazard."

The presence of methane gas has the potential to cause explosions. The Summary states:

> "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." *[Ibid., page 122]*

Given the history of methane gas explosions in Los Angeles, these casual mentions of what the public regards as great hazards are, we believe, completely inadequate. We do not believe there is adequate information regarding the closed landfill and the impacts that could result from it.

The DEIR identifies expansive soils as a potential hazard:

> "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... This trapped water could move laterally beneath slabs, curbs and paving, thereby resulting in significant impacts..." *[Ibid.,, page 123]*

And regarding fill:

> "As a result of past on-site construction activities, both engineered and non-engineered 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... construction in areas with non-engineered fills could lead to significant impacts." *[Ibid., page 123]*

Because of such fill, the DEIR itself warns against the location of a reclaimed water tank in the Mixed-Use Residential Area, which is already identified in the Appendix as a "Potential Slope Stability Hazard":

> "Because the slope consists of non-engineered fill, placement of the water tank at the proposed location could result in a potentially significant impact... These locations *[for smaller water tanks]* could potentially encounter other geologic hazards including liquefaction that could result in a potentially significant impact." *[Ibid., page 123]*

A few of the mitigation measures do provide additional detail about how exactly they will be instituted, but on many mitigations the DEIR states that there <u>will</u> be mitigations, but remains silent on exactly what those mitigations will be, instead deferring all studies and investigations until after approvals, per the following:

> "**Mitigation Measure F-1:** Prior to the issuance of the building permit for a building or structure, a site-specific geotechnical report shall be prepared for each project... *[Ibid., page 125]*

Mitigation Measure F-2: During construction, geotechnical observation and testing shall be completed... *[Ibid.,, page 126]*

Mitigation Measure F-3: ... Site-specific geotechnical investigations shall be performed... *[Ibid., page 126]*

Mitigation Measure F-6: Site specific liquefaction hazard studies shall be required... *[Ibid., page 127]*

Mitigation Measure F-13: ... The suitability of the materials shall be confirmed during the site-specific geotechnical report prepared for the individual development." *[Ibid., page 130]*

Mitigation Measure F-16: A site-specific geotechnical report with detailed geotechnical recommendations shall be completed prior to the final design and construction... *[Ibid., page 130]*

Why should the explanation for all the mitigations that will be utilized to reduce the potential hazard not be clearly stated and included in this DEIR?

How can the efficacy of the mitigations be evaluated by the public if they are not detailed openly in this DEIR?

Why has the DEIR not fully analyzed these impacts so that development can properly be located in areas that would not result in potential hazards?

HAUL ROUTES

Haul Routes & Impacts on Local Neighborhoods

The DEIR itself admits that there will be years of construction vehicles coming to and from the site, and enormous quantities of material being hauled away through all our communities. Yet it summarily dismisses the potential impacts:

> "Construction hauling could have impacts which are considered significant since the increases in community noise levels could fall above the established threshold of 5 decibels. It is important to note that such significant impact would only occur if hauling resulted in more than 78 haul trips PER HOUR on Forest Lawn Drive." *[DEIR Summary, page 89][emphasis added]*

Does this DEIR seriously suggest that one less trip per hour, say, 77 trips per hour along a haul route would NOT result in a significant impact?

Has this DEIR taken into account the following projects that are in the drawing board and could have concurrent construction:

The Headworks project on Forest Lawn Drive
The Oakwood expansion
Forest Lawn expansion
Master Plan for Griffith Park
Widening the Barham Bridge

How would the impact of this Project's haul routes – noise, air quality, danger of valley fever, dust – change if these projects were included in the evaluations?

IMPROPER ANALYSIS OF IMPACTS

Traffic Impacts are Underestimated Due to the Use of an Improper Baseline for Analysis

The DEIR improperly uses the 2030 Future Traffic Without Project scenario as the baseline for evaluating whether project traffic impacts would be significant. A project's impacts must be assessed by adding the project traffic to existing conditions, not a future without project conditions. Specifically, the CEQA guidelines state:

> "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." [CEQA Guidelines, § 15125, subd. (a.)]

The courts have never permitted future or predicted consequences that may take place after an EIR certification of a project to be used as a foundation for assessing a project's environmental effects. Two recent cases have affirmed that principle: Communities For A Better Environment v. South Coast Air Quality Management Dist. (2010) 48 Cal.4th 310 and Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council (2010) 190 Cal.App.4th 1351.

The recent Sunnyvale West Neighborhood Association v. City of Sunnyside City Council case overturned an EIR for precisely the same improper use of future traffic levels as the baseline for analysis of a project's impacts. The Court found:

> "The FEIR used projected traffic conditions in the year 2020, based on expected growth under the City of Sunnyvale's general plan and in neighboring communities, as its "baseline" to evaluate the roadway project's traffic and related impacts. The FEIR did not consider the project's traffic and related impacts on the existing environment.
>
> ... Respondents Sunnyvale West Neighborhood Association and named individuals maintain that the impacts of the project must be measured against current, existing physical conditions and a comparison against "a baseline as it

> might exist in 2010 cannot substitute for a comparison with current, existing conditions.
>
> We affirm." [Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council (2010) 190 Cal.App.4th 1351.])

Analysis of impacts by comparison with a current, existing baseline is required because "by using future traffic conditions as its "baseline," [the City] "did not adequately explain to an engaged public how the proposed project was expected to change the present conditions in which they currently lived." (*Ibid.*)

In light of CEQA's requirement to use a current, existing baseline in analysis of impacts, a requirement that was elaborated upon and applied to this precise situation in the recent Sunnyvale court case cited above, the impacts of the project should be assessed against existing conditions and the DEIR re-circulated for public review, as the new analysis is likely to result in new undisclosed impacts. Failure to do so would mislead the public as to the reality of the impacts and subvert full consideration of the actual environmental impacts.

Moreover, it is particularly important to use the current, existing baseline conditions for analysis of traffic impacts because the 2030 Future Traffic Without Project baseline relies on uncertain conditions. For example, 2030 Future Traffic Without Project baseline assumes mitigation measures for the MTA project have been implemented. At this time, the MTA project is on hold and it is uncertain when it will go forward. This type of uncertainty regarding future conditions is precisely the reason CEQA requires impact analysis to be based on current, existing conditions, which can be accurately assessed.

LAND USE

Residential Uses

In Part IV.A.1. Land Use – Land Use Plans/Zoning, the DEIR states on page 473 that the residential housing component will:

> "Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment;"

And goes on to state that:

> "This group of policies are targeted towards actions to be taken by local jurisdictions (i.e., the City and County). As such, they are beyond the ability of any individual project to implement. Nonetheless, Project development advances the intent of these policies by proposing 2,937 new multi-family units that would assist the City of Los Angeles in addressing a chronic undersupply of housing in general… This would assist the City to meet its Regional Housing

> Needs Assessment for the 2006-2014 Housing Element planning period, which was recently adopted by the Southern California Association of Governments. Should the proposed annexation not be implemented, the Project would also assist the County to meet its Regional Housing Needs Assessment objective."

While this Board recognizes that the City and County are not required by SCAG's guidelines to include specific amounts of affordable housing in their residential development, we believe it is inaccurate for them to claim that the proposed project meets the RHNA goals.

The RHNA Final Regional Housing Need Allocation Plan, approved by the SCAG Regional Council on July 12, 2007, lays out these percentages of affordable housing for Los Angeles:

Percentage of very low income households:	24.1%
Percentage of low income households:	15.5%
Percentage of moderate income households:	17.1%

The failure of the DEIR to unequivocally state that these goals will be met seems to provide too much room for vacillation, and is particularly problematic because the DEIR is claiming the meeting of the RHNA goals as a project benefit/objective, which in turn is used to determine which alternative should be chosen. The DEIR should not reject less impactful alternatives for failing to meet the RHNA goals when the proposed project itself does not do so because it fails to require affordable housing.

The DEIR states, in the same section and on the same page:

> "Although the Project's specific unit pricing has not been established at this time, the Applicant is considering providing a range of housing opportunities including work force housing. Although this may not accommodate households in the lowest income categories, the Project is not inconsistent with this policy."

Why are these policies beyond the ability of an individual Project to implement? Why can't this individual Project follow the RHNA recommendations?

If the Project wants to use its compliance with the RHNA goals as a benefit that will guide which alternative is chosen, why aren't the above-listed housing-to-income percentages being disclosed and met?

If the Project in fact intends to weight the scales in favor of housing for above moderate income households, why doesn't the City force the DEIR to so state honestly, so that the project benefits and impacts can be accurately measured, as required by CEQA?

It seems unfair that the Project can have it both ways: It can fail to disclose its residential pricing structure, while at the same time claiming it is in some kind of alignment with the RHNA goals. Additionally, it may attempt to use these formulas to try to minimize and override the enormous impacts that the residential housing component will have on the city's services and the

communities around it. Without clear conditions requiring portions of the residential development to be affordable, it must be assumed that these units will be market rate. This information must be included in the DEIR so that the project's ability to meet Project objectives can be fairly considered by decision-makers and the public.

Further, if affordable housing requirements are not included as conditions for the Project, the DEIR must assume the residential units are market rate for purposes of analyzing the Project's impacts. In fact, at the 1-5-11 presentation by Universal's Tom Smith to the Hillside Federation, Mr. Smith stated that the target market for those residences would be middle to upper middle class. Only a small portion of the employees at the Project would be able to afford market rate units, requiring all other employees to commute to the site. Thus, an accurate analysis of the traffic and associated air quality impacts of the Project requires an accurate assessment of the number of affordable units, if any, that would be required at the Project.

An additional issue is that CEQA discourages project-project change to existing land use plans. Approving far-reaching land use plan changes on a case-by-case basis, as is being done for this Project, conflicts with the purposes of regional planning: "Case-by-case reconsideration of regional land-use policies, in the context of a project-specific EIR, is the very antithesis of that goal." [Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 572 -573.]

And it appears the only reason this Project is in compliance with land use plans is because it includes approvals to change the existing policies and regulations. This Project would be incompatible with existing uses because existing uses (and likely other future uses) are required to comply with the existing land use regulations, not those developed specifically for the NBC Universal Evolution Plan. For example, the Project exempts itself from the requirements of the Mulholland Scenic Parkway Plan, whereas all other projects in the area must comply with the stringent requirements of this plan.

Specific project features also make the project incompatible with existing land uses. The suggested removal of vegetation on Barham, for example, makes the Project more visible, which could be considered an eyesore by some, and is a curious choice, given that vegetation is cited in other parts of the DEIR as a Project "buffer."

The DEIR fails to acknowledge the lack of compatibility, in particular the cumulative lack of compatibility caused by the increased density, height and signage by both the NBC Universal Evolution Plan and MTA Universal projects.

Transit-Oriented Development

NBC Universal suggests that the 2,937 homes on the east side of their property will comply with the accepted standards of transit-oriented housing:

> "The Project is a transit-oriented development as the Project Site is a regional node containing a mixture of uses in close proximity, including office, residential, retail and civic uses. This, coupled with a high-density, high quality development near a Metro station and other transit systems,

helps reduce and manage parking and vehicle travel in and around the Project Site." *[DEIR, IV.B.1, page 651]*

We find it interesting that this DEIR refers to the MTA site as high-density, even though the only density it offers is commercial with absolutely no residential use at all, which would be natural at a Metro subway location.

We question this suggested Project compliance as the use of the subway station by the residents will be predicated on using a shuttle service to access the subway. Surely this is not in alignment with TOD housing. The necessity of an above-ground vehicle (shuttle) is the same as any other above-ground vehicle (private automobile). A true transit-oriented development can and should be built at the MTA site itself, which is in keeping with the MTA's development of its other subway locations. As an example of the efficacy of this, the Metro Universal RiverWalk Vision Plan (submitted as part of CUSG's response comments to the MTA FEIR and submitted again herewith) shows the siting of the residential in close proximity to the Lankershim subway station.

Additional Issues

An additional issue is that CEQA discourages project-project change to existing land use plans. Approving far-reaching land use plan changes on a case-by-case basis, as is being done for this Project, conflicts with the purposes of regional planning: "Case-by-case reconsideration of regional land-use policies, in the context of a project-specific EIR, is the very antithesis of that goal." [Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 572 -573.]

And it appears the only reason this Project is in compliance with land use plans is because it includes approvals to change the existing policies and regulations. This Project would be incompatible with existing uses because existing uses (and likely other future uses) are required to comply with the existing land use regulations, not those developed specifically for the NBC Universal Evolution Plan. For example, the Project exempts itself from the requirements of the Mulholland Scenic Parkway Plan, whereas all other projects in the area must comply with the stringent requirements of this plan.

How does this DEIR justify these changes to land use? Surely the profit motive is not adequate under CEQA law to support these large scale adverse changes.

Specific project features also make the project incompatible with existing land uses. The suggested removal of vegetation on Barham, for example, makes the Project more visible, which could be considered an eyesore by some, and is a curious choice, given that vegetation is cited in other parts of the DEIR as a Project "buffer."

The DEIR fails to acknowledge the lack of compatibility, in particular the cumulative lack of compatibility caused by the increased density, height and signage by both the NBC Universal Evolution Plan and MTA Universal projects.

How does the Project comply with the local Community Plan? Please explain.

LEED RATING

From the earliest days of public knowledge of the two concurrent projects, and noted in writing in the Master Land Use Permit Application signed by Tom Smith and dated 7/9/2007, the Project is supposed to have a LEED rating, and the Project was promoted as having a Silver level rating. Yet an exhaustive search of the document by this Board failed to turn up any reference to "LEED" or a LEED rating.

Where in the DEIR is it stated clearly that this Project will qualify for a LEED Silver rating?

And if it currently aiming for Silver, and since this Project is being promoted as an environmentally conscious development, why not a Gold or Platinum rating?

Silver LEED Certification.

Universal is claiming that their project will have a Silver LEED certification. The United States Green Building Council (USGBC) has certain standards and it is impossible to imagine that those standards can be met in this project. This Board questions how this Project can qualify for a LEED Silver rating, as has been promoted.

USGBC Guiding Principle #1 is to:

> "Promote the triple bottom line. USGBC will pursue robust triple bottom line solutions that clarify and strengthen a healthy and dynamic balance between the environment, social and economic prosperity."

The proposed project clearly profits the developer and the city coffers but there is no balance of benefits to the surrounding community. Universal will cite new jobs as a benefit, but new jobs are temporary and questionable at best. Moreover, the conversation of the Back Lot to residential instead of studio development would result in a long-term net loss of jobs.

Based on the analysis contained in Section IV of this Draft EIR, implementation of the Project would result in significant and unavoidable environmental impacts with regard to the following five issues.

- Traffic (during Project operations and cumulative conditions)
- Noise (during Project construction and cumulative conditions)
- Air Quality (during Project construction and operations and cumulative conditions)
- Solid Waste (during Project operations and cumulative conditions)
- Off-Site Mitigation Measures (during construction and operations)

These are the only areas that the DEIR concedes are significant and unavoidable. But it is this board's contention that there are many other areas, where the DEIR claims "less than significant impact," where the impacts are, in fact, highly significant.

How can all the significant environmental impacts of this project be reconciled with the Guiding Principle #1 of the USGBG?

CUSG contends that USGBC's mission statement, which is "*To transform the way buildings and communities are designed, built and operated, enabling an environmentally and socially responsible, healthy, and prosperous environment that improves the quality of life,*" is completely at odds with every section of this DEIR.

The surrounding community has not been provided with a list of building supplies, so it is impossible to assess whether or not the interiors of the buildings are environmentally friendly and "green." But in every other way possible, it is clear that the project defies sustainability.

CUSG requests that the U.S. Green Building Council review this DEIR and this board's comments, as well as the comments of the rest of the community, and that the City explain in the FEIR how an assignment of a LEED certification can be given to a project that defies what that rating stands for in every category of the DEIR.

According to the USGBC standards, how is this project environmentally responsible?

According to the USGBC standards, how is this project socially responsible?

According to the USGBC standards, how is this project creating a healthy environment?

According to the USGBC standards, how does this project improve the quality of our lives?

"Sustainable Sites" means "Choosing a building's site and managing that site during construction are important considerations for a project's sustainability." The Sustainable Sites category discourages development on previously undeveloped land; minimizes a building's impact on ecosystems and waterways; encourages regionally appropriate landscaping; rewards smart transportation choices; controls storm water runoff; and reduces erosion, light pollution, heat island effect and construction-related pollution.

According to USGBC standards, if this project is building almost 3,000 residential units on a current woodland site, do they overlook the fact that they discourage development on previously undeveloped land?

According to USGBC standards, doesn't this Project, which ignores the Los Angeles River Master Plan, refuses passage to the community along the Los Angeles River, and wipes out old-growth oak, sycamore and walnut woodlands, in fact <u>maximize</u> the Project's impact on ecosystems and waterways?

According to USGBC standards, does the Project consider all the traffic impacts of this Project, including vehicular, pedestrian and bicycle to be smart choices?

What is the logic in putting a residential component miles away from the MTA, reachable only by shuttle?

Why does the Project to discontinue bus service after 20 years, just at a point when the Project will just be approaching maximum build-out?

According to USGBC standards, does the Project not consider the Project's signage and billboards a major contribution to light pollution?

According to USGBC they encourage "Locations & Linkages," which states:

> "... that much of a home's impact on the environment comes from where it is located and how it fits into its community. The Locations & Linkages credits encourage homes being built away from environmentally sensitive places and instead being built in infill, previously developed and other preferable sites. It rewards homes that are built near already-existing infrastructure, community resources and transit, and it encourages access to open space for walking, physical activity and time spent outdoors."

The residential component of this project, in particular, is being built in an environmentally and historically sensitive place. The residential component is too far from the MTA and right alongside one of the most congested streets in the area. The bicycle path goes up such an incredibly steep hill that virtually nobody will be able to use it.

How does any of this reconcile with the USGBC's "Locations and Linkages" philosophy?

The USGBC recognizes "stewardship of resources and sensitivity to their impacts."

According to USGBC standards, in what way does this project show good stewardship of resources and any kind of sensitivity to the Project's impacts on those resources?

LOS ANGELES RIVER

At the beginning of these comments this Board must state its primary focus in addressing the issues relating to the Los Angeles River. This Board sees this waterway as A RIVER. While it may have a technical designation as a flood control channel, the communities through which it travels, as well as adjacent neighborhoods and all those who have an interest in greening our city and in environmental progress, perceive this waterway as A RIVER.

This Board objects to the perpetual reference to the river throughout the DEIR as a flood control channel, as if to minimize its importance in order to direct all efforts away from it. To refer to it in this technical way is to minimize all the work that environmental and community groups have done through many years to reclaim the river and create a beautiful and environmentally important feature in this region.

This Board regards the planned Los Angeles River Greenway as an important connection that will link communities that have heretofore been divided. Thus this river has an important social and historic aspect that is equally as important as its role in improving the natural environment.

In 2007 the Los Angeles City Council adopted the Los Angeles River Revitalization Master Plan for the first 32 miles of the river within the City. Artist's renderings of the revitalized river have been heavily promoted by both City and County agencies. The City's General Plan Land Use Element Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan states the following regarding the river:

> "Coordinate with City departments, neighborhood [sic] cities and County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Department of Water and Power properties to provide for such recreational uses as hiking, biking and horseback riding, where possible." *[p. IV-1]*
>
> "Where appropriate direct commercial storefront development toward the Los Angeles River by developing design standards that compliment [sic] the uniqueness of the river." *[p. I-4]*
>
> Policy 2-5.1: Require that future development of properties located along the Los Angeles River be designed with river access features. *[p. III-9]*
>
> Policy 4-1.2: Increase accessibility to The Los Angeles River. *[p. III-12]* ...assure that properties adjacent to the river develop an integrated design element to promote the use of the river as a recreational asset. *[p. III-12]*
>
> The Community Plan endorses full implementation of the City's Bicycle Plan, which designates bikeways for the following: Los Angeles River, Tujunga Wash, Laurel Canyon, Woodman, Valley Vista Boulevard, Mulholland Drive, Riverside Drive, and Sepulveda Boulevard. *[p. III-23]*

Given the clear mandate that the City has to create a true river, it is astonishing that now it would consider allowing a private owner to monopolize a public asset for its own benefit. Removing a 2-mile length from public use, from the recreational benefits it offers to the public, is, we believe, completely inconsistent with the Community Plan's goals for open space, as well as both the City's and County's original concept of a beautiful waterway to link neighborhoods.

The public should have access to a benefit that was always intended for public use. While NBC Universal has a lease for access rights along the County's access road, we question whether this lease should be continued, if it is at the expense of public access to an important natural resource.

Additionally, the Project fails to provide open space at its northern rim by the river, thus inhibiting and/or preventing bird and wildlife habitat possibilities and interrupting wildlife connectivity.

This Board believes that the implementation of the original concept of a green and thriving river-front walk- and bike-way are essential features and that this DEIR is deficient in failing to incorporate these features which are part of the City and County Plans.

MITIGATIONS

It is this Board's belief that the DEIR is fatally flawed in its reliance on mitigations proposed as part of the MTA DEIR. The Metro DEIR, released in 2008 with a 90-day response period ending on November 24, 2008, appears to be stalled, and there is no word at this time as to when, if ever, that project may be built, or in what form. This Project's DEIR relies on mitigations in the MTA DEIR by citing over and over that it will contribute its "fair share." This is not acceptable. CEQA requires mitigation measures to be fully enforceable, and there is no guarantee the mitigation measures proposed as part of the MTA project would be implemented. Mitigations for this NBC Universal Project ***must*** stand alone and must adequately mitigate ***this*** proposed development without regard to any other development in process or not.

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

Removal of Southeastern Corner of Property from the MSPSP

Page 4 of the Mulholland Scenic Parkway Specific Plan (MSPSP), created in 1992, states, in part, the following:

> "The purposes of this Specific Plan are as follows:...
> D. To assure that land uses are compatible with the parkway environment.
> E. To assure the design and placement of buildings and other improvements preserve, complement and/or enhance views from Mulholland Drive...
> I. To reduce the visual intrusion caused by excessive lighting."

This DEIR *[pg. 524]* seeks to remove the corner of NBC-Universal's property, at the southeastern boundary, from the Outer Corridor of the Mulholland Scenic Parkway Specific Plan. This corner is part of the area that would be designated as Open Space District No. 2 under the proposed City Specific Plan. The DEIR itself states that "the intent of the Outer Corridor is to preserve the natural quality and setting of areas within the Santa Monica Mountains that are visible from, or within one mile of, the Inner Corridor of the Mulholland Scenic Parkway Specific Plan" and that "as such, permitted land uses within the Outer Corridor are subject to limitations in which the environmental protection measures applicable to the Inner Corridor are required."

Although in the beginning, the NBC-Universal representatives were vague about the reasons for this change, recently they have been candid about their intention to use this location as the site for a digital billboard. In a recent phone call on 1/18/11 with Maria Hoy of Latham & Watkins, attorneys for NBC-Universal, when asked by Judy Marlin of the Cahuenga Pass Property Owners Association if NBC-Universal planned to convert the billboard at that site to a digital billboard, Maria responded: "We want the option to be electronic."

The DEIR openly states that "some of the uses of the proposed Project would be inconsistent with the current land use designation" *[pg. 524]*. Yet, amazingly, it goes on to state on page 525 that "the proposed Project would also not be inconsistent with Mulholland Scenic Parkway Specific Plan goals to design projects that would be compatible and would preserve and enhance the range of visual experiences within the parkway environment" and "would be designed to be as inconspicuous as possible."

In what way is a digital billboard, which can be seen for miles, in any way consistent with the MSPSP goals?

How does a digital billboard at this location "preserve, complement and/or enhance views from Mulholland Drive"?

How does it "reduce the visual intrusion caused by excessive lighting"?

The mitigation proposed (the City's own Municipal Code on lighting restrictions) is completely inadequate. Even with a 2.0 foot candles limit, the quality of light from electronic signage is such that it appears more intense, and the flickering of changeable billboards poses a troubling and disturbing illumination to residential communities. Cahuenga Pass residents have already noticed and been disturbed by the intense and flickering images from the Disney sign at the southwest corner of Barham Boulevard and the 101 Freeway offramp at Barham.

In addition, locating an electronic billboard with its changeability and light intensity next to a freeway poses an additional danger to a location already burdened with a higher-than-normal accident rate. The changing images distracts freeway drivers who are often traveling at high speeds through the Cahuenga Pass or trying to negotiate the Barham/Cahuenga Blvd West intersection which is already at a LOS "F" and "FF," and which every study (including the City's famous "Dogbone" study *[Barham Cahuenga Corridor Improvement Project: Draft Environmental Impact Report SVG# 96031067 in December 1998]*) has shown to be unmitigatable.

This Board strongly opposes the removal of this portion of NBC-Universal's property from the Mulholland Scenic Parkway Specific Plan, as this location can be seen not only from Mulholland Drive's many outlook locations but also from the hillside residents in the Cahuenga Pass and adjacent areas and will specifically negatively impact the quality of life in the Cahuenga Pass and Hollywood Knolls residential communities.

NOISE

Noise Impacts South of Project Site

At the time the Board of Supervisors approved the Los Angeles County Noise Ordinance (the vote was 3 to 2, with Supervisors Ed Edelman and Baxter Ward, who represented the local neighborhoods adjacent to Universal Studios, voicing opposition). Universal Studios was exempted from that ordinance by a variance that allowed the studio to avoid the County's stringent nighttime noise restrictions.

Why was NBC Universal excluded from the more restrictive nighttime limits of the LA County Noise Ordinance?

Why is no mention of this variance and NBC Universal's exemption mentioned in the DEIR?

Are there additional exemptions or variances that have been granted to NBC Universal of which the public is not aware?

The noise section of the DEIR appears to identify a doubling of the noise levels at night over the noise levels allowable during the day.

Doesn't this discrepancy render the DEIR's noise section inadequate as this disparity between the limits means there is twice as much noise at night?

The DEIR claims that noise from nighttime construction would be mitigated to a less than significant level, but there are so many exceptions that would allow nighttime construction, nighttime noise would still be significant.

The DEIR must fully and accurately analyze nighttime construction noise impacts and must acknowledge that, as proposed, the project's nighttime noise impacts would remain significant even after mitigation is included. While nighttime noise is a significant impact of the project, the impact is not unavoidable. The project must eliminate all but emergency nighttime construction noise and come into compliance with the County's nighttime noise restrictions.

It appears that most of the noise receptor locations did not include locations that have proven to be a problem in the past, or locations for which NBC Universal has been cited for noise. For example, the community receptor area in table 55 for the Cahuenga Pass does not include any locations for which Universal was cited for violation of the L.A. County Noise Ordinance.

Why were none of the locations where previous noise problems have occurred been used as noise receptor locations? Does this failure not render the noise section inadequate?

Were there any independent auditors from either the City or County of Los Angeles who were either present during these noise evaluations or who reviewed the studies?

Another example lies in the Cahuenga Pass where a canyon or ravine forms an acoustical funnel for noise. During the summer season when an inversion layer is often present, sound from NBC Universal's property bounces to locations around the intersection of Woodrow Wilson and Passmore Drives. Around these locations, readings were taken twice by the Los Angeles County Health Department, and each time the amplified noise from NBC Universal's property was in excess of the level allowed by the Los Angeles County Noise Ordinance. After the second reading, NBC Universal received a citation from the County Deputy District Attorney's office.

A member of the Cahuenga Pass Property Owners Association visited many of the locations selected and reports that most of the current receptor locations chosen (HHC1 through HHC11) *[Figure 93 in the DEIR IV.C. Noise page 973]* appear to have been chosen for the following reasons:

1) The freeway noise is low and deep in this location.
2) The noise is around the corner from direct sound impact.
3) The noise is high and far away from Universal in an area where sound is more readily dispersed.
4) The noise is close to NBC Universal but totally sheltered from sound emanating from the freeway and NBC Universal.

Why were locations chosen that do not appear to have a noise impact?

How was it determined if the locations selected correctly support the findings in the DEIR?

Receptors at other sites would be significantly more impacted by project generated noise. The DEIR must analyze noise impacts at additional locations. In particular, ***noise levels should be analyzed and predicted for [list specific locations].***

Additionally, the anticipated approximately 5,400 new residents (in 2,937 units) with at least approximately 2,000 new cars (a very conservative estimate) will generate noise: Further increased noise sources include: Traffic noise, utility systems external to the buildings (such as HVAC systems), children playing outdoors, community outdoor activities, use of the parkland areas, not to mention noise problems that may arise as a result of new land uses.

What mitigations will be provided to address this added noise pollution?

Noise Impacts North of Project Site

[Cited below is the response submitted by the Toluca Lake Homeowners Association regarding noise and included in this document by permission. CUSG fully supports their concerns and the issues addressed, and to that end, their response is included here, along with additional comments from CUSG, which will appear in a different font.]

Notwithstanding the above, the TLHOA is concerned that future noise within the project will negatively affect the Toluca Lake residential area. This is based on the following:

1. New major project noise sources (the only types of future noise to be regulated by the two proposed Specific Plans) were included in the analysis in the DEIR based on the proposed Conceptual Plan (see p. 90 – Introduction). Alarmingly, as stated in the DEIR, the Conceptual Plan "represents just one of the possible ways the Project Site may be developed" (see p. 286). Further, the Conceptual Plan does not determine the location and orientation of actual future buildings (see p. 286). The TLHOA is unsure what value the analysis provides in the DEIR as the DEIR states that it is the two Specific Plans that will guide "actual development" and will govern "and not the Conceptual Plan." (See p. 286)

   As presently constituted, the Specific Plans proposed noise regulations do little for the TLHOA as they defer to the City and County Noise Ordinances at best. At worst, they include the elimination of seven sections of the Los Angeles County Noise Ordinance (Sections 12.08.390, 12.08.400, 12.08.440, 12.08.460, 12.08.470, 12.08.530, and 12.08.560 – see page 346), the very ordinance that the DEIR purports to be the most conservative (as opposed to the Noise ordinance of the City of Los Angeles) and the regulatory tool used to compare existing and future conditions in Section C of the DEIR. permits certain on-site activities that "do not result in an audible sound outside of the combined boundaries of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan". This type of performance standard in the DEIR and Specific Plans would "recognize and protect the neighboring off-
   The TLHOA is not comforted by the "clear set of guidelines" in the DEIR that defer to the respective Specific Plans as the solution for addressing future environmental noise that will be inflicted upon its residents. The regulations identified in the proposed Specific Plans are the same tools that are being used currently to address existing environmental pollution in our neighborhood. The DEIR should identify regulations that indeed "protect" our community from impulsive sounds and other types of noise that exist today that are daily flying under the radar of the current City and County noise ordinances.

2) The DEIR (p.304) states that "the proposed Specific Plans include design principles, which address development along the four edges of the Project Site and how this development interfaces with the offsite uses, and design standards, which provide such requirements as screening, **sound attenuation** (emphasis added) and signage regulations that are included in both Specific Plans. Together, the design principles and standards provide an aesthetic design framework for the proposed Project based on the Project Site's physical character, including Universal City's identification with the entertainment industry, and the diverse conditions around the Project Site's perimeter, particularly interactions with the neighboring residences to the east".

   The TLHOA is unable to locate any sound attenuation design principles in the DEIR that "manage the noise" that is assuredly going to impact its community during build-out of the Project Site. The DEIR should identify how onsite operational noise will not be allowed to travel beyond the boundaries of the Project Site. A performance standard to this effect should (and must) be required as a mitigation measure. The mitigation measure could be very similar in construct to proposed Mitigation Measure C-2 that site

residential and commercial developments", thereby accomplishing one of the objectives of the Project.

> *Note from CUSG:* CEQA requires that mitigation measures "be fully enforceable through permit conditions, agreements, or other legally-binding instruments." [CEQA Guidelines § 15126.4(a)(2); see also Lincoln Place Tenants Assn. v. City of Los Angeles (2005) 130 Cal.App.4th 1491, 1508 ("Mitigating conditions are not mere expressions of hope.")] "The purpose of these requirements is to ensure that feasible mitigation measures will actually be implemented... and not merely adopted and then neglected or disregarded." [Federation of Hillside and Canyon Association v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1261, italics omitted.] The proposed mitigation for noise impacts appears to violate these requirements.

3) The DEIR should recognize that noise travels and does not respect the jurisdictional boundaries of the City and County pertaining to the Project Site and to residential communities within the Project area. The DEIR should "recognize the relationship between the Project Site and the local community, and strive to reduce potential impacts to the community" by having one regulatory standard that can be administered with ease. The two Specific Plans should contain the same standard to eliminate environmental noise in Toluca Lake. This is a permissible use of Specific Plans as a regulatory tool as one can see on page 341. It states the following:

   "Whenever the proposed Specific Plans contain provisions that establish regulations (including, but not limited to, standards relating to densities, heights, uses, parking requirements, subdivision design, infrastructure/utility design and implementation including wireless/communications facilities, building separations and exiting, grading, signage, the sale and service of alcoholic beverages, landscape design, open space, protected trees and other vegetation), which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the City of Los Angeles or Los Angeles County Code, **the proposed Specific Plans would prevail** (emphasis added) and supersede those applicable provisions of the City of Los Angeles or Los Angeles County Code. Whenever the proposed Specific Plans are silent, the provisions of the City of Los Angeles or Los Angeles County Code or other ordinances would apply".

   The DEIR should analyze the noise impacts that are associated with the Specific Plan and in particular those amendments that "would modify the applicability" of certain sections of the County Noise Ordinance. The TLHOA is unaware of the environmental consequences of this aspect of the proposed Project. Further, the problem of relying on the city and county objectives, standards and polices for establishing noise thresholds is that they do not create an acceptable noise environment for the residents of Toluca Lake. They should not be the standard for the Specific Plans as they do not provide adequate limits, mitigation or eliminate the likelihood of future intrusive noise.

4) The TLHOA is concerned with the DEIR section (p. 286) that describes the implementation of the "Equivalency Program". The flexibility built into the program

means that future operational noise sources will be difficult to identify as "the potential for noise impacts to occur are site specific to the location of each related project" (see page 93). The DEIR needs to include mitigation measures to assure residents of Toluca Lake that no additional environmental impacts from new operational noise sources would result beyond the boundaries of the proposed Project Site.

5) The Environmental Impact Analysis section regarding Noise (Section IV.C.) must include timely existing ambient noise readings for the 12 receptor areas and their associated 47 receptor locations. As presently constituted, the DEIR contains noise data that was taken between February and July 2007 (DEIR, page 974). This data is almost 4 years old and more than likely inaccurately reflects the existing noise environment and must not be relied upon "to obtain a broad understanding of the existing ambient noise environment in the Project area".

To be sure, the TLHOA concurs with the DEIR that many changes in the Project area have taken place in addition to changes within the Project Site (see page 274). An updated noise environment study needs to be prepared that includes recent data for public review which will enable the public to be more accurately informed as to existing conditions. Should such a more current study be prepared, it could show that the ambient conditions in the Project area will be closer to or exceed established criteria (i.e., the City and County Noise Ordinances) found in the November 2010, DEIR. A question comes to mind – why is the data set for the existing receptor locations dated 2007 when the date for the publication of the Veneklasen Associates, Inc report in Appendix F, is dated March, 2010?. Surely more recent measurements/readings could have been taken!

6) There are several statements in the DEIR that are incorrect and the TLHOA is concerned that the public is misinformed. The DEIR should accurately describe the on-going environmental impacts that operational noise produces in the Toluca Lake community. Examples of false statements are provided below:

(Page 981)
"(2) Existing Project Site Noise Sources
(a) Types of Noise
There are a number and variety of noise sources currently located within the Project Site, but the majority of the noise sources **do not** impact the nearby community". (emphasis added)

As evidence by comments in response to the NOP, there is a history of problems in the surrounding Project area and the standards being used to address future noise impacts are the very ones being suggested in the Specific Plans. They do not work and the nearby community of Toluca Lake is impacted by unwanted noise pollution.

"(b) Major Existing Contributing Noise Sources
The majority of noise sources on the Project Site, as discussed above, would not impact nearby communities, as they do not generate enough noise to be audible above

ambient noise levels at the sensitive receptors in the Project area. **However, noise generated by on-site attractions, heating, ventilation, and air conditioning equipment, car alarms, and special events are audible at off-site locations**". (Emphasis added)

The TLHOA requests that the DEIR provide analysis of the "audible" noise generated by the sources described in the section above and provide accurate predictions/estimates of future noise that is to be generated by said future sources per the Conceptual Plan and Specific Plans. Further, the DEIR should provide analysis of more on-site tests (as was done for the temporary pyrotechnic test in Appendix F – see page 10) to better understand the peak impulsive noise impacts. Parenthetically, the noise generated onsite by the DEIR consultants (Veneklasen Associates) was measured at an Lmax level of 102 dBA at 75 feet from the noise source and the level of noise for that event in Toluca Lake was measured at 75 dBA. This level of noise is environmentally unacceptable and creates a significant negative impact upon the residents of our community.

Note from CUSG: For community health, scientific consensus suggests an average noise level of closer to 50 or 55 dBA. The World Health Organization and most other health agencies define health broadly. Per the WHO, health is a "state of complete physical, mental and social well-being and not merely the absence of disease or infirmity." If the Project intends to apply a health-based noise standard to its operations, it must be based on a truly healthy average noise level of 55 dBA or lower.

The EPA Noise Effects Handbook warns, "Exposure to such high noise levels is a health risk in that noise may contribute to the development and aggravation of stress related conditions such as high blood pressure, coronary disease, ulcers, colitis, and migraine headaches... Growing evidence suggests a link between noise and cardio-vascular problems. There is also evidence suggesting that noise may be related to birth defects and low birth-weight babies. There are also some indications that noise exposure can increase susceptibility to viral infection and toxic substances." [EPA Noise Effects Handbook, http://www.nonoise.org/library/handbook/handbook.htm, incorporated by reference; see also EPA Noise: A Health Problem http://www.nonoise.-org/-library/epahlth/epahlth.htm#heart%20disease, incorporated by reference.] Fatigue is another common side-effect of noise exposure.

Potentially deadly cardiovascular impacts can be triggered by long-term average exposure to noise levels as low as 55 decibels. [WHO Media Centre, http://www.-euro.who.int/eprise/main/WHO/MediaCentre/PR/2009/20091008_1?language (elevated blood pressure and heart attacks), incorporated by reference; http://whqlibdoc.-who.int/hq/1999/a68672.pdf (finding demonstrated cardiovascular impacts, including ischemic heart disease and hypertension after long-term exposure to 24 hour average noise values of 65-70 dBA), incorporated by reference.]

Exposure to even moderately high levels of noise during a single 8-hour period triggers the body's stress response. In turn, the body increases cortisol production, which stimulates vasoconstriction of blood vessels that results in a five to ten point increase in blood pressure. Over time, this noise-induced stress can result in hypertension and coronary artery disease, both of which increase the risk of heart

attack death. [World Health Organization Guidelines for Community Noise, p. x and pp. 47-48; see also, Maschke C (2003). "Stress Hormone Changes in Persons exposed to Simulated Night Noise". Noise Health 5 (17): 35–45. PMID 12537833. http://www.noise-andhealth.org/article.asp?issn=1463-741; year=2002;volume=5;issue=17;spage=35; epage=45;aulast=Maschke, incorporated by reference; Attachment 6, Franssen EA, van Wiechen CM, Nagelkerke NJ, Lebret E (2004). "Aircraft noise around a large international airport and its impact on general health and medication use". Occup Environ Med 61 (5): 405–13.doi:10.1136/-oem.2002.005488. PMID 15090660.]

High levels of community noise may also accelerate and intensify existing mental disorders and the development of new ones, especially of neurosis. [World Health Organization Guidelines for Community Noise, p. x. and pp. 48-49] Studies on the use of tranquilizers, sleeping pills, psychotropic drugs, and mental hospital admission rates suggest that high noise levels cause adverse impacts on mental health. [Ibid.]

7) The TLHOA would like the DEIR to discuss the "program" that is identified on page 994. It states in part:

"**c. Project Design Features**

As part of its goal to control and reduce noise to the surrounding communities, the Applicant or its successor would implement a **program** to place noise limitations on the output of major sources of noise through the implementation of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan".

The DEIR does not include a program that will adequately address future noise impacts that will be generated by future operational noise. The residents of Toluca Lake cannot rely on the standards of the City and County (that are in the Specific Plans) for resolution of their concerns.

While the emphasis of this response from the TLHOA has been aimed at addressing operational noise, the residents of Toluca Lake are concerned about the Significant and Unavoidable impacts of construction noise. The DEIR must provide a more detailed explanation of steps to be taken to ensure that impacts are indeed short-term and that cumulative impacts are addressed appropriately when correct and more updated noise data is provided as requested in this response.

In summary, the TLHOA concludes based on the above, that the DEIR is insufficient and defective and must be updated and re-circulated for public review.

"Analysis of Project construction noise concludes that un-mitigated construction noise may exceed the thresholds of significance at all of the receptors during the nighttime hours and all of the daytime hours…" *[DEIR Summary, pages 88-89]*

We question the claim that mitigation would make this less than significant since there are so many exceptions that would allow nighttime construction.

Would there be cumulative construction impacts (noise, haul routes, air emissions) if this Project is in construction concurrent with the Metro Project? If so, what would they be, and

what mitigations over and above the currently promised mitigations would specifically deal with those cumulative effects?

Given that noise emanating from NBC Universal is already an issue on record, how can this DEIR claim that putting development and density closer to existing homes (e.g., the Manor) would not result in significant operational noise impacts? Please explain.

Won't removing hundreds of trees and other vegetation that the Project claims to be barriers and buffers also increase sound levels and the distance that sound will travel?

PARKS & RECREATION

Open Space

The DEIR in its Parks section *[DEIR, IV.K.4 Public Services – Parks & Recreation, page 1774]* identifies the requirements for both neighborhood parks and community parks. Since NBC Universal has stated in many meetings since the first introduction of the original Vision Plan that the park space in the residential component is intended to be for the use of everyone in the larger community, it seems clear that the open space is intended to be a Community Park.

Where in the DEIR does it state that the open space is in the category of Community Park?

Furthermore, the DEIR relies on non-public space for its calculation and still appears unable or unwilling to meet the City's Public Recreation Plan *[page 1794]*, which is a portion of the 1980 Los Angeles General Plan.

Why can this Project not meet the minimum requirements of open space (4 acres per 1000 residents) that is required for a Community Park?

If the open space is to be truly utilized by the entire community, as well as the employees of NBC Universal and other businesses on the lot, it seems evident that a great deal more open space should be supplied. It is clear to this Board that the Project must meet the minimum requirements for a Community Park.

This Board does not accept, in the particulars of this case, such areas as planted medians to be open space useable by the public. We would accept only active and passive park space open to the public.

Is any portion of the open space calculations based on such features as terraces, balconies or patios attached to individual residential units?

Quimby Funds

There will clearly be an adverse effect by the Project on all the local and regional parks, so all Quimby funds should be utilized in those same local and regional parks, rather than be reinvested in the Project's own open space, to the advantage of the Project owners and to the disadvantage of the public. The park and open space provided by the Project should be paid for entirely by NBC Universal funding, rather than by funds which, though originating from developers, have by entering the Quimby funds category become public funds. To allow their use to further benefit the Project subverts the spirit and the intent of the Quimby Law.

Homeowner Association Control

The DEIR identifies the eventual Homeowner Association as the operating entity that will maintain the open space. But the residents of the association may soon prefer that the open space directly in and around their homes be for only their own use, rather than for the use of the general public. Since it would be impossible to identify which park users are local residents and which might be visitors who have found their way to the park space from the theme park or from the subway, the homeowners may feel safer if eventually the park space is enclosed and only residents may use the space.

If the open space is under the control of the Homeowners Association, how can the public feel sure that it will remain open to everyone in the community?

What remedies does the larger community have in the event that the HOA tries to privatize the open space? Will the City of Los Angeles provide enforcement, or will NBC Universal?

What safeguards will the Project provide in perpetuity to ensure that the park spaces are safe during both the day and the night, and not overrun by gangs or groups that use the park areas for non-recreational purposes? In other words, who polices and guards the open space area 24 hours a day 7 days a week?

PHASING

Project Phasing is talked about by representatives of NBC Universal as a means to ensure that run-away development is not rampant without the successful mitigation of additional infrastructure to handle the increase of development completed for the next phase. The NBC Evolution Plan has a 20-year horizon where more information is needed now during the environmental review when mitigations are being worked out.

Why is there no development phasing strategy in the DEIR that indicates when the next phase of Project development will begin based on the successful mitigation of such environmental issues as regional and local transportation issues, traffic and circulation, water, air quality, and solid waste issues?

The DEIR indicates that 95% of the mitigations are to be started in Phase 2, three years after Phase 1's office, media studio development and parking structures are built. This means that the public will have to years for even the beginning of the mitigation-building phase.

What happens to the mitigations if Phase 2 is not built?

All mitigations and improvements for each Phase must be *completed* concurrent with or prior to the completion of each Phase.

PUBLIC SERVICES

Fire Protection / Emergency Services

While CUSG applauds the decision to expand County Fire Station 51, which sits on NBC Universal's own land, there remains some question as to the relocation of City Fire Station 76 from its current location on the west side of Cahuenga Boulevard West.

The current site offers a major advantage: It is located at the intersection of one end of the Bennett Drive horseshoe. When the Barham/Cahuenga intersection is operating at LOS F – which is almost all the time – firefighters can reach the Cahuenga Pass and Hollywood Knolls/-Hollywood Manor/Blair Drive neighborhoods (as well as Toluca Lake and Studio City) by traveling on the Bennett "horseshoe," bypassing the congested Barham/Cahuenga intersection.

CUSG is aware that Station 76 does not have the capacity to store the new equipment that is designed to fight high-rise fires that will be demanded by the high-rise residential buildings to be located on the back lot. But its current location has allowed for extremely rapid responses to emergency situations.

What assurances do all our communities have that response time from Station 76 – which in the past has been beyond excellent – will not be slowed by moving this station to a less advantageous location?

Police / Sheriff Protection

It is no secret that City and State services budgets are being slashed daily as a result of the current economic times. Police and other protective personnel are seeing their shifts cut, overtime reduced, and benefits trimmed. Because of these budget cuts, response times have in the last few years been slow. It seems unconscionable that at such a time so much additional residential housing is being added.

What studies have been done by recognized experts in the field of security to ensure that response times aren't further eroded by the addition of so many residential units?

Since it seems likely that additional security forces will be needed, will NBC Universal be required to fund those additional costs in perpetuity, since the addition of so much residential benefits its bottom line? If not, why not?

Schools

There will an estimated 6,500 new residents occupying the proposed housing on the back lot. Certainly a percentage of them will have children. Those children will need schools – and trips-per-day driving them to and from those schools.

Have the daily trip numbers calculated the extra trips delivering children to and from the local schools or private/parochial schools? If not, why not?

NBC Universal representatives have acknowledged that although there is adequate capacity in the LAUSD middle and high schools, there is not sufficient capacity in the elementary schools.

Will NBC Universal fund the building of additional elementary schools, or the expansion of those already in existence?

RESIDENTIAL

Residential Units on the Back lot

Nowhere in this DEIR is the square footage stated of the 2,937 town homes, condos and apartments that are to be constructed on the back lot after annexation into the City. Since this Project has been in the planning stage for years and the developer must have already considered these issues minutely, we ask the following questions:

What is the exact number of condos? Of town homes? Of apartments?

What is the square footage of each? How many bedrooms does each unit contain?

Are any units intended for families with three or four bedrooms? Are there any single units?

What are the exact height and massing dimensions of all the structures that will contain residential units?

What market analysis has been done to assure the communities that these units will be able to be sold at the completion of their construction?

As the real estate market has been unreliable, to say the least, what will happen if they cannot be sold? Will they be leased? At what rate?

Although it has been stated elsewhere in this comment letter, it is inarguably a shortsighted decision to build these units in a location that has no reasonable access to public transportation, thus encouraging the use of private vehicles at a time when most experts in the field are touting the benefits – both social and environmental – of public transportation. And the residents, in order to take public transportation, will need one mode of public transit (a shuttle) to reach another mode of public transit 9bus or subway).

What is the rationale for locating residential units so far away from public transportation when an excellent location – the MTA site – is available for just that use?

CUSG strenuously objects to the back lot location as being considered an adequate fulfillment of the requirements for a transit oriented development.

Residential at Subway Station / No Residential on Back Lot

One of the Project Objectives and Overall Goals is to provide new housing opportunities in proximity to jobs and adjacent to a Metro Rail Station.

Why then is the housing component not in alignment with the Project's objectives by being situated at the MTA site rather than on Universal's back lot?

The DEIR states that physical boundaries separate the Project from adjacent communities, thereby lessening the impacts significantly.

Why is the same logic not used when considering the residential component of the Project to the Metro Station?

To situate a large residential component on the back lot does not meet the planning guidelines and ordinances set by the City of Los Angeles and the MTA that promote residential proximity to public transportation.

SAFETY & SECURITY

Crime & Safety Concerns to Residential Neighborhoods

No public roads and traffic should connect the new development with the Manor community since narrow Manor streets and congested Barham Boulevard cannot accommodate the additional load. For safety reasons, Manor residents strongly object to CityWalk visitors having any access to adjacent residential communities.

The current plan does not include a traffic link with the Manor. The issue of pedestrian links has been explored since access to Universal commercial businesses, the MTA, open space trails and bike paths could be attractive for Manor residents. However, crime and safety concerns place a great damper on this potentially positive element.

The following items are a source of concern for the community:

- The apparent lack of marketing reorientation/redesign of CityWalk to a less criminally prone demographic while opening up and increasing exposure of the surrounding community. There is a strong gang presence associated with CityWalk *[see Daily News article of May 27, 2008: "Funds from the California Gang Reduction, Intervention and Prevention Program," a state effort that uses grants and extra resources to help local agencies prevent and reduce gang problems in troubled areas have been focused on CityWalk]*

- The lack of security safeguards in the residential Universal Village design coupled with opening this new residential area to CityWalk.

- The Evolution Plan currently includes a shuttle system between new residential Universal Village, Studio, and Entertainment Districts, Metro Red Line Station, & the Burbank Metrolink Station.

Residents commented that they felt very safe in Disneyland but did not perceive the NBC/Universal facilities, especially CityWalk as a safe environment for them and/or their families.

The Hollywood Manor community is already under pressure from the presence of transients and gangs seeking access to NBC/Universal territory. Any secluded area with a beautiful view is a magnet for gangs citywide. The ugly 11-foot chain link fence topped with barbed wire currently acts as a deterrent.

If the shuttle system links the Universal Village with CityWalk and the MTA, this buffer area will now be vulnerable from the Universal side. The non family-oriented customers of CityWalk will have access to the Village and to the Manor neighborhood.

Criminal elements currently use the MTA to access hillside communities in the Cahuenga Pass. Now the Village and the Manor neighborhoods will be accessible to them. The proximity of trails, the buffer zone, and isolated dark spaces at night are a built-in recipe for drug trafficking, prostitution and gang wars to control the area.

We are asking for a strong 24 hour private security with video and monitoring capabilities to keep the Manor and other adjacent neighborhoods safe since no public law enforcement agency has the manpower to effectively patrol all these areas. Different jurisdictions between LAPD and LASD will make effective prevention efforts difficult and compound the problem. The following mitigations should be included:

- Crime prevention through environmental design/landscaping
- Extensive private security with extra guards
- Thorough coverage with security video & monitoring ability
- Enhanced coordinated graffiti abatement
- Community-policing multi-disciplinary team under the umbrella of the nearby neighborhood groups

Is the DEIR properly addressing the issue of security concerns for the closest and most impacted Manor neighborhood? Are proposed steps adequate?

Evacuation in the Event of Emergency

In an audit released by City Controller Laura Chick and reported in the online edition of the *Los Angeles Times [7/15/08 "California Briefing"]:* "The city lacks an overall strategic plan to respond to an emergency such as an earthquake, fire or other calamity."

The audit found that "16 of the city's 28 emergency preparedness plans have not been updated for at least three years and that one, within the Fire Department, has not been updated since 1992."

What LAFD or City of Los Angeles evacuation plan is currently in place to address the evacuation of the communities surrounding the Project site?

What LAFD or City of Los Angeles evacuation plan has been prepared to meet the needs of the enlarged community during construction and at full build-out?

Emergency Vehicle Access

Given that numerous streets in the Cahuenga Pass, Studio City, and Hollywood Knolls/Blair Drive have extremely limited ingress and egress, it is mandatory that the City study and address the issue of emergency vehicle access. This is an issue of life safety. Auto accidents on the stretch of the 101 Freeway through the Cahuenga Pass are exceedingly common, and when accidents tie up the freeway, pass-through traffic pours onto local streets such as Cahuenga Blvd West, blocking access for life safety vehicles to pass. At high traffic times, Barham Boulevard is gridlocked in both directions, as is Lankershim Blvd., Cahuenga Blvd in North Hollywood, and Riverside Drive in Toluca Lake.

Has the city studied ways of getting emergency vehicles into residential locations if the access on these thoroughfares is blocked by gridlock?

SPECIFIC PLAN

Universal Studios Specific Plan

The Universal Studios Specific Plan indicates that the Specific Plan area is surrounded on all sides by urban development *[Page 7 of the Universal Studios Specific Plan]*. This is untrue since on the west side of the Specific Plan area is located Campo de Cahuenga Historical Site, Weddington Park, the Islands subdivision, and the MTA Universal Metro Station surface parking lots. This is hardly an urban setting.

The Specific Plan fails to mention the Campo de Cahuenga Historical Site, the most important site west of the Mississippi in United States history, to California becoming a State, and the in realization of Manifest Destiny.

The Campo is located across from Lankershim Boulevard, adjacent to the Universal Studios Urban Edge, the Universal Studios Business District, and the Lankershim Edge Sign District 1 of the County's Specific Plan. All of the comments and questions in this section of the Campo de Cahuenga Historical Memorial Association's comment letter on the DEIR pertain to the environmental impacts of the proposed associated development located within these Edge and District boundaries. Within the Business District, most of the area is characterized by existing buildings with the exceptions of two new office buildings (O-1 and O-2 as identified in the Specific Plan) proposed in proximity to the tee of Bluffside Dr. and Lankershim Boulevard as it enters Universal private property at James Stewart Avenue.

What are the different provisions between the proposed Universal City Specific Plan and the Universal Studios Specific Plan?

Will the two specific plans conflict with and override with negative impact the Ventura Blvd/ Cahuenga Blvd West Specific Plan?

Lankershim Boulevard Corridor Streetscape

The existing Lew Wasserman Building office building is at 750 ft MSL approximately 200 feet above the existing and future grade. The two new buildings are proposed to be 725 ft MSL approximately 155 feet above grade. While it appears that the streetscape zone being proposed with security fencing and walls will demark the Studios it will certainly provide an "urban moat" dividing the east and west side of Lankershim Bl. With the adjacent MTA Universal development proposed for the west side of the street, it seems that the two major Projects are planned to result in a lighted, flashing, wind blown horizon of lights and sound that will clearly result in an "urban moat" of automobiles traveling at dangerous speeds or not at all. Exhibit 3-6c is an illustration of an enhanced Lankershim streetscape program that shows fifteen autos traveling back and forth with flashing signs and a few pedestrians. This is totally unrealistic at any hour of the day or night. The DEIR must accurately disclose the large scale change to the Lankershim Boulevard streetscape that would result from the project as proposed.

In what ways has the County considered how the Universal Studios Project and the adjacent Metro Universal Project impact Lankershim Boulevard.?

Sign Program In The City Of Los Angeles Specific Plan

The proposed City of Los Angeles Specific Plan includes the area of the residential and town center component of the Evolution Plan (1A & B), the Studio Administration area (2A), the Lankershim edge (2B), the Universal City Southern Entry Point (2C), and a few smaller areas. The remainder of the project property is covered by the Universal Studios Specific Plan in Los Angeles County. Included in both the City of Los Angeles Specific Plan and the County of Los Angeles Specific Plan is a highly objectionable and impactful sign program.

The more questionable types of signs that include motion, translucent graphics, inflatables permitted and the number allowed (#):

Animated Sign	2A, 2C
Billboard	2C
Building Wrap Sign	
Captive Balloon Sign	
Electronic Message Sign	2A, 2C
Entertainment Sign	1A & B (7), 2A (12), 2B (5)
Inflatable Sign	
Off-and On-Site Signs	2C
Projected Sign	2A
Private and Public	1A & B (2 private and unlimited public), 2A (same as 1)
Supergraphic Sign	2A (3), 2B (1)

Why are Building Wrap, Captive Balloon, and Inflatable signs listed and defined if there are none permitted in the Specific Plan Area?

Is the Lankershim Edge Sign District in the County's Universal Studios Specific Plan the same area of 2B above in the City's Specific Plan? Why?

The sign area calculation is very specifically defined. Why?

Mixed Uses - City of Los Angeles Specific Plan

Is it anticipated that the storage for the entertainment attraction, displays, and equipment, production activities, production facilities, studio use and office, studio support facilities, and cellular and communications facilities are to be permitted in the Technical Support Overlay Sub District within the Mixed-Use Universal City District where the residential development is proposed?

Why is storage being allowed where residential is planned?

As the residential development subdivisions are built, is it anticipated that those above uses stored there will be moved? Where? Or is the residential use just imaginary?

Why is there no maximum seating specified for the theatrical venues?

Height Of Buildings – City Of Los Angeles Specific Plan

Height of structures are proposed to be 625 feet above MSL (mean sea level) in the Overlay Sub District.

Are these buildings warehouses for movie, television, entertainment equipment?

The above listed uses are also allowed in the Studio Production District which is located adjacent to the Freeway and adjacent to City Walk/existing Hotels entrance from Lankershim Boulevard and Campo de Cahuenga Way. Height of buildings here are 700 feet and 850 feet above MSL.

What is the Universal Black Building height in feet above MSL?

Land Use Equivalency Transfers – City Of Los Angeles Specific Plan

Without further information on these transfers, the true impacts of the project cannot be assessed and the DEIR fails as a full disclosure document.

Explain in greater detail what Land Use Equivalency Transfers are and how they apply to the Specific Plan? Give examples.

TRAFFIC / TRANSPORTATION

Mitigations

Universal continues to use the dollar amount of $100,000,000 for transit mitigations, but this Board has been unable to find justification for that amount.

Where in the DEIR does it state that $100,000,000 will be guaranteed for traffic mitigations?

Even if Universal were to spend $100,000,000, it seems that the traffic mitigations will be paid for by taxpayer money. Most of NBC-Universal's financial outlay seems not to be mitigations at all but instead used for compiling data and transit studies that would allow Caltrans to consider transit improvements that might be approved and might be funded.

Where in the DEIR does it state that $100,000,000 in transit improvements will actually be built? And in what time frame?

Most of the mitigation measures in the transportation section include the phrase "implement or contribute to" the cost of implementation. This is unacceptable as it potentially allows the project applicant to contribute an unspecified amount of money to each mitigation measure and defer the actual implementation of mitigation but to claim that they have met the mitigation requirement of the DEIR. Tom Smith, NBC/Universal representative, has stated that the $100,000,000 figure is not a maximum amount that they will pay for traffic mitigation, that they will pay whatever it costs to implement the measures specified in the DEIR, but that is not the way the DEIR mitigation measures are written. They must be rewritten to place full responsibility for their implementation on the project applicant.

The residents in and around Cahuenga Boulevard in North Hollywood want Universal Studios' visitors to stop using that overly congested feeder street to travel to the 134 Freeway. NBC-

Universal needs to discourage or eliminate visitor use of Cahuenga and to pay for mitigations such as turn lanes, channelization, controlled stop lights and turn arrows. Yet representatives from NBC-Universal have been heard to state that it is making no improvements or considering any mitigation for Cahuenga Boulevard in North Hollywood because "the people who live there don't want them."

Where in the DEIR does it list the residents who were interviewed about this issue? Specifically, who did NBC-Universal representatives talk to, and when?

Assurance of Completion of Mitigations

It is not enough that the Applicant should be allowed to simply prepare and present raw data to various transportation authorities and by doing so be relieved of any and all obligations to see the various mitigations completed prior to or concurrent with the various phases of construction. Given the wide-ranging and complex necessary mitigations, the Applicant should be required to prepare, foster and ensure the completion of all mitigations.

Traffic

The traffic analysis under-forecasts the amount of traffic that the proposed project will generate and then takes credit for an unrealistic transportation demand management (TDM) program to further discount the traffic by 22%. It erroneously assigns traffic to roadways and freeways that are over capacity and pretends that none of it will find alternate routes. And it relies on mitigation measures written in legalese that will allow the developer to weasel out of implementation of many of the measures.

The Project Site Trip Generation Table 30, page 780, indicates that the Entertainment Area currently generates traffic at the rate of 17.53 trips per 1,000 square feet. The new Entertainment Area square footage in that same table is forecast to generate traffic at the rate of 5.97 trips per 1,000 square feet, a 66% reduction in the trip rate, not a very positive assessment of the success of the new venues. Table 30 actually says that the 288,600 sq ft of new entertainment area and the 500-room hotel will **decrease** trips in the pm peak hour by 102 trips. If the new entertainment area square footage was forecast to generate traffic at the same rate as the existing entertainment area, the site would generate 3,336 more daily trips, 10% more than the net increase forecast.

The project's trip generation analysis is based on the assumption that the Gibson Amphitheater is currently in use every evening on weekdays and that it is completely sold out. No data is provided to substantiate this claim. By making this assumption, the EIR authors reduce the impacts of the future project by taking credit for the elimination of pm peak hour trips on typical weekdays, which they claim were theoretically generated by the Amphitheater, but which in fact are not typical of weekday commute periods. This disguises the magnitude of the project's traffic impacts.

Table 30 also includes no estimate of traffic expected to be generated by the additional 1.5 million annual theme park visitors forecast to be attracted to the Universal theme park. The

1.5 million additional annual visitors represent a 33% increase over current attendance figures[1]. Appendix I of the Traffic Study [*Appendix E-1]* estimates the daily theme park attendance as 24,896 and the future attendance as 31,399, a 27% increase. This under-represents the potential increase in theme park-related trips. The traffic analysis therefore significantly under-represents the traffic generation of the site and misrepresents the magnitude of its traffic impacts.

Even with the apparent under-forecasting of the project's trip generation, the DEIR does forecast that the amount of traffic generated by the project will nearly double, increasing from 44,883 trips per day to 81,334, an 81% increase. Morning peak hour traffic will double, increasing from 3,015 trips to 6,084, a 101% increase. Afternoon peak hour traffic will increase by 77%, from 4,714 vehicle trips to 8,337 vehicle trips. This is more than significant. It is outrageous!

The traffic analysis *[Table 35, page 798 – Site Transit Trip Analysis]* assumes that 13% of the AM peak hour person trips and 11% of the PM peak hour person trips will be made via transit. This is an unrealistic assumption given that 73% of the AM peak hour trips and 63% of the PM peak hour trips are forecast to be made by employees and residents on site, not tourists visiting the theme park. According to the Southern California Association of Governments, only 4% of home-to-work trips in Los Angeles County are made by public transportation.

The traffic analysis also discounts the trips by community retail and neighborhood retail by excessive amounts. Community retail trips are discounted by 40% to reflect people passing by and stopping at the retail stores. The neighborhood retail trips are discounted by **75%**, 50% for pass by trips and 25% for walk and bike trips. These unrealistic reductions in trip making downplay the potential impacts of the project on the surrounding community.

It is curious why the project applicant can forecast that its TDM program will be so effective at reducing trips from both the new land uses on site as well as the existing land uses on site.

If they can reduce trip generation of the existing site so well, why don't they demonstrate it now?

In order to ensure that the TDM mitigation measures are as effective as forecast, an additional mitigation measure should be included in the Final EIR; a trip cap should be established for each phase of development and subsequent phases should not be allowed to proceed without achieving the TDM goals established for each phase. This can easily be monitored with automatic loop detectors to count traffic entering and exiting the site. Such trip caps and annual monitoring programs have been in effect at Fox Studios in Century City and as part of UCLA's Long Range Development Plan for many years. LADOT has experience monitoring such trip caps based on annual reports submitted by the developments.

In the LADOT traffic assessment letter included in Appendix E-2 notes that the Transportation Demand Management (TDM) Program should include "a periodic trip monitoring and reporting program that sets trip-reduction milestones and a monitoring program to ensure effective

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[1] **Source of 4.5 million current attendance: Themed Entertainment Association**

participation and compliance with the TDM goals." This language is not strong enough, nor enforceable without specifying what those TDM goals are by phase of development. A Mitigation Measure must be added to the Final EIR specifying the trip caps by phase and precluding advancement of development into a subsequent phase without meeting the TDM goals of the prior phase.

Establishment of the baseline number of trips generated by the site will be the first step in developing the trip caps for each phase of development. In reviewing the DEIR assessment of the existing trip generation of the site, it appears that the DEIR authors significantly overstate the number of existing trips generated. The trip generation analysis in Appendix I of Appendix E-1 estimates the peak hour trips of the site based on theoretical trip rates by land use and park attendance. Table A5 of that appendix lists the total existing trip generation of the site as 3,015 trips in the AM peak hour and 4,715 trips in the PM peak hour. Data provided in Figure 45 of the DEIR Section IV.B.1 contradicts that assessment. Figure 45 contains the empirical data with regard to peak hour turning movement traffic counts at all of the study intersections. If one adds up the movements into and out of the NBC/Universal site, represented by the movements at the project access points (intersections 72, 34, 35, 73, 43,and 55), the total number of trips into/out of the site in the peak hours are 1,600 trips in the AM peak hour and 1764 trips in the PM peak hour. Even including half of the trips accessing the site at intersection 36 (Lankershim/Campo de Cahuenga/Universal Hollywood), which includes trips to/from the hotels and office building on Universal Hollywood Drive, the total number of trips into/out of the site would only be 2,089 in the AM and 2,300 in the PM peak hours.

Overstating the theoretical trip generation of the site does not change the existing levels of service calculated at study area intersections, since they are based on the count data, nor does it change the identification of project impacts, since they are based on the incremental change in future conditions at those intersections. What it does affect is the determination of any future trip caps, as well as call into question the calibration of the theoretical trip generation calculations for the site.

The Improvement Phasing Plan of Attachment J of Appendix E-2 lists the maximum allowable PM peak hour trips that can be generated by the four phases of the project. These trip levels are presumed to be net new trips above the existing trip generation of the site. These are: Phase 1 – 1,101 trips; Phase 2 – 2,573 trips; Phase 3 – 3,284 trips; and Phase 4 – 1,309 trips. The table below illustrates how the use of empirical traffic counts changes the allowable trips per phase compared to the use of the project applicant's theoretical assessment of PM peak hour trips.

Phase	Applicant's Proposed Maximum No. of New Trips	Trip Cap Depending Upon Source of Existing Trips Data			
		Traffic Counts	Trip Cap	Theoretical Trips	Trip Cap
1	1,101	2,300	3,401	4,714	5,815
2	2,573		5,974		8,388
4	3,286		9,260		11,674
4	1,309		10,569		12,983
Total	8,269		10,569		12,983

The calculation above also calls into question the estimate of total Project Site Trip Generation presented in Table 30 of Section IV.B.1 of the DEIR. That table states that the project currently generates 4,714 PM peak hour trips and will add 3,623 trips for a future total of 8,337 PM peak hour trips. This contradicts the Phasing Plan in Attachment J of Appendix E-2 that proposes the addition of 8,269 trips over four phases of development.

On page 597, the DEIR states that four of the 117 study intersections in the City of Los Angeles currently operate under ATSAC and 109 are controlled by the more sophisticated ATCS and that the capacity analysis for these locations was adjusted by 7 and 10%, respectively, to reflect these existing signal system improvements. The project proposes to provide new traffic signal controllers at 49 intersections as part of its mitigation program. No additional capacity enhancement should be credited to these locations in their level of service analysis, as that would be double counting the benefits of ATSAC and/or ATCS.

The definition of LOS F on page 738 notes that it is "FAILURE. Back ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths." Yet in Table 20, "Existing Conditions," the DEIR authors categorize Cahuenga Boulevard/Highland Avenue, Highland Avenue/Odin Street and Highland Avenue/Camrose Drive as LOS A, in spite of the fact that they all experience FAILURE with stopped traffic congestion extended back from the Highland/Franklin intersection. Similarly, the table categorizes Oakcrest Drive/Cahuenga Boulevard West and Mulholland Drive/Cahuenga Boulevard West as LOS A and B, respectively in the PM peak hour, when anyone who has ever driven that street would know that queues extending south from Barham/Cahuenga extend south of the Mulholland intersection causing both of these intersections to operate at LOS F. The traffic counts taken at these intersections and the LOS calculations are suspect because the traffic typically is barely moving through them during peak hours and is constrained by queues from downstream intersections. There are many other examples of misinformation in this table, which downplays the level of congestion currently experienced around the project site. These mischaracterizations are carried forward into the analysis of future conditions.

The traffic data used in the analysis of the transportation setting is outdated and many of the intersection turning movements were counted between Thanksgiving and New Years and are not representative of typical conditions in the project area. Many of the traffic counts were conducted in the summer of 2006 (May-June, 2006). Counts at intersection numbers 1 through 94 were collected between October 2006 and January 2007. The counts at Burbank intersections were mainly from March 2006, but three of the intersections in Burbank were counted in 2003 or 2004. LADOT traffic impact study guidelines require that traffic counts be not more than two years old for use in EIR traffic studies in the City of Los Angeles. The Transportation Setting Section is not representative of the true baseline conditions in the study area due to the use of outdated information.

Traffic counts were collected at the following intersections between Thanksgiving and Christmas in 2006 and are not representative of typical conditions in the project:

- Vineland/1010 NB Off Ramp
- Vineland/Ventura

- Plaza Parkway/Ventura
- Campo de Cahuenga/Ventura
- MTA/Campo de Cahuenga
- 101 SB Ramps/Cahuenga
- Barham/Cahuenga
- Barham/Cahuenga/Buddy Holly
- Oakcrest/Cahuenga
- Mulholland/Cahuenga
- Cahuenga/Hillpark
- Barham/Dewitt
- Barham/Lake Hollywood
- Barham/Coyote Canyon
- Highland/Pat Moor
- Cahuenga E/Odin

There is no reason that collection of traffic data at these critical intersections, many of which are in the immediate vicinity of the project site, could not have been delayed until after the Holiday Season. There use calls into question the accuracy of the transportation setting section.

The Base Roadway Improvements listed on page 607 and shown on Figure 53 are not funded and are not likely to be in place prior to project completion. They should not be included in the future base traffic scenario as they present an overly optimistic characterization of traffic conditions. The widening of Highland Avenue at Franklin is not funded and requires right of way. The widening of Cahuenga Boulevard at Barham Boulevard and at Odin Street has no funding. Including these as base traffic conditions allows the NBC/Universal project to avoid having to implement these improvement concepts as mitigation for project impacts at those locations.

The statement on page 624, "The Internal-External and External-Internal trip categories represent approximately 3,498 of the 3,623 afternoon peak hour trip ends shown on Table 30 on Page 780," is misleading as it makes it appear to the public that only 3.5% of the project's trips have been assumed to remain on site. The trip generation data on Table 30, however, make the assumption that between 18% and 25% of the trips in the Mixed-Use Residential Area will remain internal. This is hidden in the blended trip estimate for the 2,937 dwelling units and 180,000 sq. ft. of commercial space, which is presented as one number, 20,465 daily trips. If they had been calculated separately, the residential would generate 17,210 trips (if assumed to be condos) and 19,137 trips (if apartments) and the commercial would generate 7,729 trips. Together they would total 24,939 trips (condos) or 27,416 trips (apartments) rather than the reported 20,465 trips, 18-25% less total traffic in that portion of the site.

The proposed project will result in significant impacts to four freeway segments in the AM peak and seven freeway segments in the PM peak hours [page 630]. These freeway segments are already at capacity and many of the on-ramps are also at capacity. It is not realistic for the traffic analysis to assume that project-generated traffic will be able to enter and use the freeway to the extent that it has. There is no more room on the freeway through the Cahuenga Pass for the amount of traffic that the project purports to add to it. This understates the project's impacts

on the arterial street network by assuming that traffic will be able to get onto an over saturated freeway system.

The Transit Analysis [page 632] is flawed in that it bases its estimate of future available capacity on the Metro system, including the Metro Red Line, on the system's current average load factors. With the extension of the Metro Rail system that is underway since the passage of Measure R, particularly the western extension of the subway system, the future unused capacity on the Metro Red Line will be drastically reduced. The Metro Red Line is close to capacity today during peak hours. With the extension of the Metro Purple Line to Westwood and the other planned rail projects, people will be lucky to be able to find standing room on the Red Line in the future.

The construction traffic analysis incorrectly characterizes the truck trip activity as less than significant. For the Studio, Business and Entertainment Area construction, it forecasts 43 truck trips per hour for 10 hours per day for 8 months and for the Mixed-Use Residential Area it forecasts 89 truck trips per hour for 10 hours per day for another 8 months. This could only be considered not significant by someone who does not live in the area. The analysis under-estimates the impact of the trucks on traffic by using a passenger car equivalency factor of 2.0. In congested roadways and on hilly streets with significant grades (i.e., Barham Boulevard), each truck is well more than a 2.0 PCE.

Neighborhood Traffic Intrusion

The Neighborhood Intrusion Impact Analysis is completely inadequate and does not reflect the reality of traffic conditions in the project area. The DEIR authors contend that despite the fact that the proposed project will impact the freeways and parallel arterial streets, all of which will be at LOS F, that no traffic will divert to alternate routes through neighborhoods, because "no parallel routes via residential streets are available to bypass..." most of the congested streets. This is absurd and ignores the intrusion onto residential streets that is already happening today on roadways that wind through the hills. It demonstrates that the DEIR authors either don't understand traffic patterns in the study area, or they deliberately chose to ignore the impacts on residential streets.

The Neighborhood Intrusion Impact Analysis fails to acknowledge that the Mulholland-Outpost route between Hollywood and the San Fernando Valley is already a cut through route on which the City of Los Angeles has taken some steps to reduce cut through traffic. The DEIR graphics fail to even indicate that Outpost Drive connects to Franklin Avenue making it appear as an infeasible cut through route. The addition of project traffic to Cahuenga East and West, Highland Avenue and the 101 Freeway will significantly increase the amount of cut through traffic on Outpost Drive and the Outpost neighborhood must be eligible for Mitigation Measure B-42 funding for neighborhood traffic management. The fund in this mitigation measure should be significantly increased to $5 million.

Astonishingly, one of the few neighborhoods that the DEIR authors think is in need of protection is the Orange Avenue "neighborhood" adjacent to the Hollywood Roosevelt Hotel. This is as a result of traffic diverting off of Highland to avoid congestion between Franklin and Sunset and instead traveling west on Franklin to turn south on Orange, traveling through the congested

offset intersection at Hollywood Boulevard, past the Hotel, and Hollywood High School and the In N' Out Burger, across the offset intersection at Sunset to reach DeLongpre Avenue, where it will turn left and head back to Highland. If the DEIR authors had ever driven this route, they would know that no one in their right mind would take that parallel alternate route to avoid two blocks of travel on Highland.

Most of the mitigation measures have been written to allow the project applicant to avoid responsibility for the measures' implementation. Many include the phrase "construct or contribute to the construction of..." or "implement or contribute toward the implementation of..." or "monitor" the need for a signal" or conduct periodic reviews of conditions..." or "make a fair-share contribution toward any improvements..." and "implemented to the extent feasible." The inclusion of such weasel words in virtually all of the mitigation measures makes it impossible to rely on the assumption that they will actually be implemented.

The project proposes to relocate the southbound 101 freeway on-ramp between Campo De Cahuenga Drive and Lankershim Boulevard and to provide a new southbound off-ramp terminating at the Ventura Boulevard/Fruitland Drive intersection. Having the freeway on and off ramps located on Ventura Boulevard at Fruitland Drive will result in Fruitland Drive, a residential street, being turned into a freeway access route. This could also attract additional freeway-oriented traffic to the Wrightwood route between Mulholland and Ventura Boulevard.

Mitigation Measure B-5 requires the widening and restriping of Barham Boulevard from Forest Lawn Drive/Lakeside Drive to Buddy Holly Drive to provide three southbound lanes and two northbound lanes. There are currently three northbound lanes on the approach to the Forest Lawn Drive/Lakeside Drive intersection. The third lane is a right-turn-only lane several hundred feet in length. During peak periods however, the queue of right-turning cars extends beyond the striped lane along the curb up Barham Boulevard. This mitigation measure should be modified to requiring sufficient widening along the entire NBC/Universal frontage on Barham Boulevard to accommodate three lanes in each direction, plus a median left turn lane. Only in the portion of Barham Boulevard south of the NBC/Universal frontage should the City settle for the reduced cross section with three southbound and two northbound lanes.

The secondary impacts associated with Mitigation Measure B-5 have not been disclosed, nor mitigated. Will parking be removed along the entire length of Barham Boulevard to implement this mitigation measure? How will that affect businesses and residents along Barham? How will the six-lane cross section be carried through the intersection at Lake Hollywood Drive? How will this affect the sidewalk widths and pedestrian environment, as well as access to businesses near that intersection?

The project applicant has stated publicly that the mitigation measures required for each phase of the development are clearly articulated in the DEIR. That is, if one can find them in Attachment K of Appendix E-2. The attachment is a table that lists phases of the project and associated mitigation measures, but it does not provide any information as to when the mitigation measures are required (before occupancy of any of the development constructed in that phase? Or before any construction begins on the subsequent phase?). The description of the phasing plan in Appendix E-2 also states, "This phasing plan may be modified in the future to adjust the

mitigation sequencing." The fact that an important element of the mitigation program is buried in an Attachment to an Appendix and not even summarized in the body of the DEIR, illustrates how difficult it is for the public to understand the environmental analysis.

The format for the Draft EIR, with sections of text, followed by figures and then tables at the end of each section, makes it difficult for reviewers to easily read each section without having to flip back and forth.

In Section VI of the Draft EIR, Summary of Significant and Unavoidable Impacts, it is noted that Project and cumulative impacts related to Project access would remain significant at the following two access locations:

1. Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive – both peak hours; and
2. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive – both peak hours.

This illustrates the fact that the proposed project is too large and too dense for the project site, since the proposed project's traffic generation is too great to handle at the two main project access points. The project should be reduced in scale so that its traffic generation can be accommodated with a reasonable level of service (i.e., LOS D) at its main access points. Failure to do so will result in significant project impacts to the surrounding community. The Transportation Setting Section is inadequate in its description of existing traffic conditions in the vicinity of the proposed project and as a result fails to disclose project impacts on residential streets. In Section IV.B.1.b Existing Conditions (2) Existing Traffic Volumes and Operating Conditions, beginning on page 596, the Draft EIR fails to address existing neighborhood cut through routes in the vicinity of the project, routes that the City of Los Angeles is well aware of and on which the City has already taken some actions to reduce cut through trips.

CUSG would like to point out that numerous websites exist to educate even newly arrived drivers about the shortcuts in Los Angeles driving. To list just a few:

Traffic Shortcuts: The Barham Bypass [http://studiocity.patch.co.]
12 Driving Shortcuts in Los Angeles, by Shana Ting Lipton [http://About.com Guide]
Santa Monica/LA Shortcuts [www.A-1courier.com/lashortcuts.htm]
LA Driving Shortcuts [http://keypad.net]
L.A. Shortcuts: Cut Through Traffic [www.lashortcuts.co.]
My Traffic Shortcuts.com
Los Angeles Driving Shortcuts: Best Sites [www.associatedcontent.com]

Those routes – well-known to all – include but are not limited to the following:

- Mulholland Drive and Outpost Drive, between Cahuenga Blvd West and Franklin Avenue
- Outpost Drive, La Presa Drive and Camrose Avenue, between Highland Avenue and Franklin Avenue
- Camrose Avenue and Hillcrest, between Highland Avenue and Franklin Avenue
- Hollycrest Drive, Primera Avenue and Lake Hollywood Drive between Cahuenga Blvd East and Barham Blvd

- Wonder View Drive and Lake Hollywood Drive between Cahuenga Blvd East and Barham Blvd
- Wrightwood Drive between Mulholland Drive and Vineland Avenue
- Valley Spring Lane, between Cahuenga Boulevard and Forman Avenue
- Lake Hollywood Drive and Beachwood Canyon Blvd to bypass Barham Blvd
- Cahuenga Blvd East to Hollycrest Drive to Primera to Lake Hollywood Drive to Barham Blvd
- Cahuenga Blvd East to Benda to Primera to Lake Hollywood to Barham Blvd.
- Cahuenga Blvd East to Lakeridge Place to Wonder View Drive to Tareco to Wonder View Drive to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd
- Franklin Avenue to Beachwood Drive to Ledgewood Drive to Muholland to Tahoe to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd.
- Cahuenga Blvd East to Hollycrest Drive to Benda to North Knoll Drive to Londo to La Falda to Lake Hollywood Drive to Barham Blvd
- Oakshire Drive off Cahuenga Blvd West to Passmore Drive to Woodrow Wilson Drive to Cahuenga Blvd West
- Oakshire Drive off Cahuenga Blvd West to Passmore Drive to Woodrow Wilson Drive to Pacific View Drive to Mulholland to Outpost Drive to Franklin Avenue
- Mulholland off Cahuenga Blvd West to Outpost Drive to Franklin Avenue
- Broadlawn Drive off Cahuenga Blvd West to Oak Glen Drive to Oakshire Drive to Cahuenga Blvd West
- Lankershim Blvd to Kentucky Drive to Fredonia Drive to Cahuenga Blvd West
- Fruitland Drive to avoid the Vineland/Ventura intersection
- Highland Avenue south to Camrose to Sycamore Drive, left turn to Franklin Avenue
- Highland Avenue south to Camrose to Sycamore Drive, right turn to follow Sycamore around past the Yamashiro restaurant to Franklin Avenue

Despite these well-known routes, and despite the fact that most of the problematic intersections are identified as being at a LOS E or F, the DEIR *[DEIR, Volume 2_E, Traffic Report, Book 2, pages 349-368]* over and over minimizes and dismisses the possibility of neighborhood traffic intrusions by cheerily stating again and again that because in most cases there are no parallel streets, neighborhood intrusions cannot occur:

> *[Emphasis added in the following section:]*
>
> "***No parallel alternative routes via local residential streets are available*** as a bypass to Lankershim Boulevard between the Muddy Waters Drive and Ventura Boulevard/Cahuenga Boulevard intersections, and around the Vineland Avenue/Camarillo Street intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***
>
> "***No parallel alternative routes via local residential streets are available*** as a bypass to Cahuenga Boulevard around the Valley Spring Lane intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"***No parallel alternative routes via local residential streets are available*** as a bypass to Riverside Drive around the Camarillo Street/Tujunga Avenue intersection. Due to the physical barriers created by the SR 134 freeway to the north and the presence of other LOS E or F intersections along Moorpark Street to the south, no parallel alternative routes via local residential streets are available as a bypass to Riverside Drive around the SR 134 eastbound on-ramp, Lankershim Boulevard, and Cahuenga Boulevard intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Tujunga Avenue between Camarillo Street/Riverside Drive to the SR 170 northbound on-ramp – The sole intersection along the Tujunga Avenue corridor from Camarillo Street/Riverside Drive to the SR 170 northbound on-ramp projected to operate at LOS E or F is the intersection of Tujunga Avenue at Camarillo Street/Riverside Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Tujunga Avenue around the Camarillo Street/Riverside Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Barham Boulevard, Olive Avenue to Cahuenga Boulevard – The six intersections along the Barham Boulevard corridor from Olive Avenue to Cahuenga Boulevard projected to operate at LOS E or F include:

- Barham Boulevard at Cahuenga Boulevard
- Barham Boulevard at Buddy Holly Drive/Cahuenga Boulevard
- Barham Boulevard at De Witt Drive
- Barham Boulevard at Lake Hollywood Drive
- Barham Boulevard at Coyote Canyon Road
- Barham Boulevard at Lakeside Plaza Drive/Forest Lawn Drive

No parallel alternative routes via local residential streets are available as a bypass to Barham Boulevard around the above intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Forest Lawn Drive, Barham Boulevard/Lakeside Plaza Drive to the SR 134 eastbound ramps – The two intersections along the Forest Lawn Drive corridor from Barham Boulevard/Lakeside Plaza Drive to the SR 134 eastbound ramps projected to operate at LOS E or F are the intersections of Forest Lawn Drive at Barham Boulevard/Lakeside Plaza Drive and at the SR 134 eastbound ramps. ***No parallel alternative routes via local residential streets are available*** as a bypass to Forest Lawn Drive around these intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Olive Avenue, Barham Boulevard to Hollywood Way – The three intersections along the Olive Avenue corridor from Barham Boulevard to Hollywood Way projected to operate at LOS E or F include:

- Olive Avenue at Warner Brothers Studios Gate 2/Gate 3
- Olive Avenue at Pass Avenue
- Olive Avenue at Hollywood Way

No parallel alternative routes via local residential streets are available as a bypass to Olive Avenue around the Pass Avenue and Warner Brothers Studios Gate 2/Gate 3 intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Due to the physical barriers created by the SR 134 freeway to the north, ***no parallel alternative routes via local residential streets are available*** as a bypass to Pass Avenue around the Alameda Avenue intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Cahuenga Boulevard (East), Barham Boulevard/Buddy Holly Drive to Mulholland Drive – The sole intersection along the Cahuenga Boulevard (East) corridor from Barham Boulevard/Buddy Holly Drive to Mulholland Drive projected to operate at LOS E or F is the intersection of Cahuenga Boulevard (East) at Barham Boulevard/Buddy Holly Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Cahuenga Boulevard (East) around the Barham Boulevard/Buddy Holly Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Cahuenga Boulevard (West), Lankershim Boulevard/Ventura Boulevard to Highland Avenue/Pat Moore Way – The six intersections along the Cahuenga Boulevard (West) corridor from Lankershim Boulevard/Ventura Boulevard to Highland Avenue/Pat Moore Way projected to operate at LOS E or F include:

- Cahuenga Boulevard at Lankershim Boulevard/Ventura Boulevard
- Cahuenga Boulevard at US 101 southbound ramps/Regal Place
- Cahuenga Boulevard at Universal Studios Boulevard
- Cahuenga Boulevard at US 101 southbound ramps
- Cahuenga Boulevard at Barham Boulevard
- Cahuenga Boulevard at Mulholland Drive

No parallel alternative routes via local residential streets are available as a bypass to Cahuenga Boulevard (West) around the Lankershim Boulevard/-Ventura Boulevard, US 101 southbound ramps/Regal Place, and Mulholland Drive intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Highland Avenue, Cahuenga Boulevard (West)/Pat Moore Way to Sunset Boulevard – The four intersections along the Highland Avenue corridor from Cahuenga Boulevard (West)/Pat Moore Way to Sunset Boulevard projected to operate at LOS E or F include:

- Highland Avenue at Franklin Avenue
- Highland Avenue at Franklin Avenue/Franklin Place
- Highland Avenue at Hollywood Boulevard
- Highland Avenue at Sunset Boulevard

No parallel alternative routes via local residential streets are available as a bypass to Highland Avenue around the Franklin Avenue and Franklin Avenue Franklin Place intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Ventura Boulevard, Lankershim Boulevard/Cahuenga Boulevard to the US 101 southbound on-ramp – The sole intersection along the Ventura Boulevard corridor from Lankershim Boulevard/Cahuenga Boulevard to the US 101 southbound on-ramp projected to operate at LOS E or F is the intersection of Ventura Boulevard at Lankershim Boulevard/Cahuenga Boulevard. ***No parallel alternative routes via local residential streets are available*** as a bypass to Ventura Boulevard around the Lankershim Boulevard/Cahuenga Boulevard intersection that would provide access to the US 101 southbound on-ramp. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"***No parallel alternative routes via local residential streets are available*** as a bypass to Ventura Boulevard around the Whitsett Avenue/Laurel Terrace Drive and Coldwater Canyon Avenue intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Campo de Cahuenga Way, Lankershim Boulevard/Universal Hollywood Drive to Riverton Avenue/Ventura Boulevard – The sole intersection along the Campo de Cahuenga Way corridor from Lankershim Boulevard/Universal Hollywood Drive to Riverton Avenue/Ventura Boulevard projected to operate at LOS E or F is the intersection of Campo de Cahuenga Way at Lankershim Boulevard/Universal Hollywood Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Campo de Cahuenga Way around the Lankershim Boulevard/Universal Hollywood Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Universal Studios Boulevard between Universal Center Drive/Buddy Holly Drive and Cahuenga Boulevard – The two intersections along the Universal Studios Boulevard corridor from Universal Center Drive/Buddy Holly Drive to Cahuenga Boulevard projected to operate at LOS E or F are the intersections of Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive and Universal Studios Boulevard & Cahuenga Boulevard. ***No parallel alternative routes via local residential streets are available*** as a bypass to Universal Studios Boulevard around these intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

By not acknowledging the existing pattern of neighborhood traffic intrusion, the Draft EIR is deficient in its characterization of Existing Operating Conditions. This mischaracterization is carried forward into the analysis of project impacts where the Draft EIR authors contend that the project's traffic will not use neighborhood streets, claiming that "no parallel alternate routes exist." The failure to adequately assess existing conditions leads the Draft EIR authors to miss the fact that the alternate routes above exist and are used today by cut-through traffic. They will also be used in the future by project-generated traffic and the Draft EIR fails to acknowledge this impact and fails to offer mitigation to reduce the neighborhood traffic impact.

The DEIR Summary on pages 75-76 states the following:

> "The following mitigation measure is recommended to provide for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods:
>
> **Mitigation Measure B-42: ...** the Applicant or its successor shall provide funding ... in an amount up to $500,000 for implementation of the Los Angeles Department of Transportation's Neighborhood Traffic Management Plan process for the Project set forth in Appendix E-1 of this Draft EIR."

We believe that this amount of money is grossly inadequate to rectify all the significant and ongoing neighborhood intrusion impacts. And this amount is set aside for only five identified streets when it is clear from the list above that there are currently many more affected streets and neighborhoods than the DEIR identifies, and it is probable that there exist now other cut-through routes that have not been cited. In fact, the full extent of these impacts may not be known until years after the full 20-year build-out.

The DEIR then goes on to state:

> "Implementation of the improvements may reduce the neighborhood intrusion impacts to less than significant. However, as discussed above at this time it is not known whether a particular community will elect to implement a particular set of mitigation measures or if the agreed upon measures will reduce the impacts to less than significance. Therefore, it is conservatively concluded that mitigation of the potential neighborhood intrusion impact will not be feasible and a significant traffic intrusion impact in the identified neighborhoods would remain."

It should be pointed out that many neighborhoods express concern about the suggested mitigations for fear that those mitigations – e.g., widening local streets into thoroughfares – will not lessen traffic but, in fact, increase it as they serve, not the community, but the Project. And this fear seems to be realistic, given the statement by the DEIR above that mitigations may prove to be infeasible and therefore the significant intrusion impact must be suffered by all the neighborhoods.

Suggested Mitigation:
In order to ensure that some of the residential trips remain internal to the project site, CUSG proposes that the project applicant shall restrict the occupancy of 20% of the residential dwelling units on site to employees of NBC Universal with jobs on site.

How would restricting 20% of residential units to NBC Universal employees affect the residential trips? What would be the reduction in residential trips?

An additional mitigation measure must be added to the Mitigation Phasing discussion (pages 687 – 689 of IV.B.1) to insure that the phasing plan is enforceable and part of the mitigation monitoring program. The measure should be MM B-45: The proposed project shall be

implemented in four phases, each of which has an assigned maximum number of net new pm peak hour vehicle trips above existing conditions. Those maximum allowable pm peak hour vehicle trips per phase must be established. The mitigation measures specified in Appendix E-2, Attachment J of the DEIR for each of the first three phases shall be implemented prior to the initiation of construction on any portion of the subsequent phase of the project. Phase 1 includes 7 transportation improvements, Phase 2 includes 10 transportation improvements, Phase 3 includes 4 transportation improvements and Phase 4 includes 2 transportation improvements. The Phase 4 improvements shall be in place prior to issuance of a certificate of occupancy for the Phase 4 development. Any changes to the mitigation phasing plan in Appendix E-2, Attachment J of the DEIR, shall be subject to review and approval of the Los Angeles City Council and Los Angeles County Board of Supervisors in open public meetings.

Emergency Vehicles

The DEIR suggests that, if main streets are blocked, the drivers of emergency vehicles will know how to take alternative routes. But these routes are already being over-utilized now as alternatives to gridlocked main streets.

How does forcing emergency vehicles to use obscure bypasses sustain or improve emergency response times? What remedy is available if safety is seriously compromised?

Lack of Arterial Streets

The argument that NBC Universal puts forward in its traffic section on neighborhood intrusion – that there are no parallel streets *[see this Comment Letter section on Neighborhood Traffic Intrusion]* – shows that the developer itself realizes that there is a complete lack of arterial streets in the vicinity in order to spread the traffic through a grid of wide thoroughfares intended to handle greater amounts of traffic. Most large developments are not located in the middle of a hillside quasi-rural area with narrow serpentine streets. Most are designed to fit a location with a wide grid of large arterial streets that can bear the overflow traffic.

That the DEIR repeatedly identifies intersections as unmitigatable and admits to neighborhood intrusions in a variety of streets all around the Project site shows that this Project's expansion is completely unsuited to its location.

"Unlocking Federal Funds" for 170/134 interchange

Since the very beginning of this process, including the earliest MTA site meetings and the subsequent MTA DEIR, NBC Universal and its developers have claimed that they will be instrumental in "unlocking more than $200 million in potential transportation funding for the Valley."

What does this really mean in actual dollars secured for funding?

How does NBC Universal and its developers propose to unlock this money, and how soon?

Doug Failing has said that even if monies should become available, there are many more important sites that need those dollars.

What process will the developers take part in that will assure Federal dollars for a project that Doug Failing, the previous Caltrans District 7 Director and current Executive Director of Metro's Highway Programs, has openly stated will never be built?

Will this money be "unlocked" in time to build the mitigations required for each phase?

In our current economic time, is this a realistic statement?

Parking

On page 339 of the Project Description, the description of the parking supply is completely vague and does not include a statement as to the number of parking spaces being provided on site, thereby hiding from decision makers and the public the magnitude of the massive parking supply to be provided on site. This appears to be an attempt to camouflage the large number of vehicles that will enter and exit the site daily producing vehicle trips on surrounding streets.

The parking impact analysis does not assess the adequacy of the proposed parking supply. It merely compares the proposed supply to zoning requirements, so there is no way for decision makers to assess the potential for parking spillover into adjacent neighborhoods or the effect of traffic congestion on peak days when the parking is full, if that should occur, and drivers circulate, searching for alternate parking locations.

Table 48 (page 956) presents County Parking Requirements and Table 49 [page 956] purports to present the County Specific Plan Required Parking. It lists total parking requirements only, but there is no calculation provided applying the parking ratios to square footages of development, so there is no way for decision makers or the public to assess the correctness of the stated requirement nor the adequacy of the proposed supply.

Applying County parking requirements to the total square footages in the Building Program yields the following:

Land Use	Pkg Requirement	Square Footage	Parking Required
Studio	1/500 sf	1,536,069	3,072
Studio Office	1/400 sf	1,379,871	3,450
Office	1/400 sf	958,000	2,397
Hotel	0.5/room	450,000 sf (500 rooms)	250
Total		4,323,940	9,119

The total parking supply in the County Specific Plan area is 19,598 spaces, leaving 10,479 spaces to serve the theme park, City Walk and entertainment venues. With a parking requirement of 7.9 spaces per 1,000 square feet, these parking spaces could only satisfy the parking requirement for 1.326 million square feet. Yet, with a total square footage of 6.18 Million square feet, those 10,479 spaces are providing parking for 1.856 Million square feet,

at a ratio of 5.6 spaces per thousand square feet. The proposed project therefore will not meet current County parking code requirements.

The parking analysis starts from "Existing Conditions" and applies net growth totals by land use category and adds the parking required for the growth to Existing Supply. It never provides data to demonstrate that the Existing Conditions comply with code. As noted in the comment above, it appears that it does not. The total site should be brought into conformance with the code, not just the incremental new uses.

The parking analysis assumes that a site-wide parking management plan will be in place to allow some Entertainment Area parking to be located on the Studio and Business Area portion of the site during periods of peak demand. Approval of the project should require that these two areas of the site be conditioned to remain under common ownership so that such a site-wide parking management plan remains a feasible option in perpetuity. ***A mitigation measure should be added to the Final EIR requiring this condition.***

Figure 91 illustrates that there are 51 existing parking facilities on the NBC/Universal site. No comparable figure is provided for the Evolution Plan to illustrate how much more of the site will be converted to parking. The current parking supply on-site is 16,940 spaces. While it never comes right out and divulges the total future parking supply number, a careful reading of the parking chapter of the DEIR indicates that the total supply of parking proposed on the site will be 26,449 spaces; 19,598 spaces in the County Specific Plan Area, and 6,851 in the City Specific Plan area. **This is a 56% percent increase in the on-site parking supply.** The addition of so much parking is inconsistent with the stated goals of the Project's TDM program to encourage ridesharing and the use of alternative modes. This calls into question the reasonableness of the trip reductions assumed in the Project's traffic analysis when so much parking is to be provided on site.

<u>Forman Avenue Extension</u>

For Alternative #9 The Forman Avenue Extension, the DEIR Summary page 29 states:

> "(b) Alternative 9: East/West Road With Forman Avenue Extension
> ... 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.

CEQA calls for "**feasible** alternatives to be considered." Alternative 9 is NOT a feasible alternative.

Is not plotting a Secondary Highway though an historic golf course and single-family neighborhood pure folly?

The County Highway Plan may show a road but I would ask when was the Plan updated

to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.

Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

Transportation Information Requested

At the Scoping Meeting in February of 2007, the Los Angeles Department of Transportation asked for information relating to transportation on the following:

Financial costs,
Funding sources
Financing
Sequence and scheduling considerations
Implementation responsibilities and controls
Monitoring of appropriate mitigation measures?

Where in the DEIR are the responses to these requests for information?

Traffic Improvements

The Specific Plan requires a phasing plan as part of the Substantial Compliance Analysis approval for the first Project developed under the Specific Plan. The Applicant submits a Traffic Mitigation Phasing Plan (TMPP) to the Department of Transportation for approval. There is a guarantee prior to the issuance of a building permit, which can be satisfied by a letter of credit or surety bond. If the transportation improvement is infeasible, then an equivalent effective modification can be made and agreed upon.

Why is this approach used and not the more pragmatic approach of not allowing the next phase to begin construction until the traffic improvement is completely built?

TDM Program

What is the planned Transportation Demand Management Program (TDM) for the Project?

How is it phased with the development of the Project?

How long is it planned to be in operation?

Who will be involved (which employer) in managing the TDM?

Who is going to manage and operate the Transportation Management Association?

Where is the funding for the TDM coming from?

Shuttle Buses

One of the proposed traffic mitigations is the use of shuttle buses going to and from the new residential property. Your studies assume a certain % of the residents would use this service and then you extrapolate that fact to project the ultimate traffic mitigation. The car culture of Los Angeles and the fact that the Universal site is not within an urban grid make it a unique situation and your use of data from other cities in the United States is therefore not valid.

What historical benchmarks for usage levels of shuttle services were used from the City of Los Angeles that supports the assumptions in the DEIR?

UTILITIES

Water

California has labored under the burden of water shortages for years, and Los Angeles in particular requires enormous water supplies because of its semi-arid climate. Unfortunately the Urban Water Management Plan has apparently for the past few years predicted more than adequate water supplies. But in a recent article, entitled "Lowered Expectations: The 2010 Urban Water Plan – We're Running Out of Water," on the CityWatch website [http://citywatchla.com] writer David Coffin explains:

> "After decades of rosy water supply projections proclaiming a practically limitless supply, the new 2010 Urban Water Management Plan (UWMP) is coming to terms with a long overdue reality. Water supply hasn't grown as expected and isn't expected to grow substantially in the future.
>
> ... The 2010 draft UWMP released January 13th [2011] profoundly lowers long term projections up to 13 percent for normal and single dry years and up to 18 percent for multiple dry years...
>
> The UWMP is cited by the LADWP in their Water Supply Assessments ... and by city planners and developers when evaluating new housing projects. It's also cited by the city's planning department when elements of the General Plan are drawn up."
>
> So why have projections dropped so dramatically?
>
> In recent years there has been a growing contradiction between 'sufficient' water supplies regularly cited by city planning documents for new developments, and the city's strong arm tactics to force residents into conserving.
>
> This disparity has been leading people to ask the obvious questions: Do we or do we not have enough water to sufficiently supply the residents of Los Angeles?...
>
> Past UWMPs had far and away overestimated the water department's future projections which allowed high density development to proceed unabated. .. This was particularly true between 2000 and 2008 when housing

> production and new water connections to them rose sharply. The council was forced to approve an emergency water conservation ordinance...
>
> According to previous management plans, the UWMP 'is only a guideline.' The decision to provide water connections to new projects, thus manage growth, is a political decision... Given that, you won't find any new verbiage in the 2010 plan that protects the community be linking development to water supply, real or projected...
>
> With far lower projections in this latest plan it would not be unreasonable for residents to expect, even demand a moratorium on new developments.
>
> Water supply has dropped to dangerously low levels with projects were approved and built within the scope of the previous UWMP projects. The margin of safety is gone.
>
> Officials can't keep ducking from reality and ignore the region's limit to water supply and then compound the problem by repeatedly approving new developments that consume more water. It's a one-way ticket to disaster."

We agree.

We believe that the DEIR should be based on the current Urban Water Management Plan. California Government Code 66473.7 (the Assured Water Supply Law) requires that sufficient water be available for the residential portion of this Project, but there does not seem to be adequate support for the findings in this DEIR, considering the 2010 Urban Water Management Plan, and it also appears to be inadequate under California Water Code Section 10910 for water assessment under that act.

In 2001 California enacted SB610 and SB221, often called the "show me the water" laws. These laws require demonstration of adequate long-term water supplies before the approval of any large development project. The DEIR does not adequately address how Universal's residential component can or will comply those laws.

During the past 24-months the City of Los Angeles, the County of Los Angeles and the State of California have all declared water-shortage emergencies, which required the mandatory rationing of water. At this time the City of Los Angeles – which would be required to provide water to any residential development at the site – continues to impose restrictions on residential water use city-wide. Universal and the City of Los Angeles both must demonstrate that there is existing infrastructure in place to guarantee an adequate, uninterrupted and unrestricted source of water for 15 or more years from the date of project completion forward. The City of Los Angeles cannot be in compliance with SB610 and SB221 if they grant or allow for any zoning change (as proposed in the DEIR) to allow residential use of the land while they continue to ration water in Los Angeles.

In terms of fire safety, adequate water resources are mandatory in order to fight not only local fires but also fires on the Universal lot, and in recent years not only has Los Angeles' inadequate water supply become a focus of concern, but also the lack of adequate water pressure. As mentioned elsewhere in this comment letter, in reference to the Universal Studio fire in June

of 2008, *The Los Angeles Times'* article, "Water Glitches Hamper Fight Against Studio Fire" *[6/2/08]* identified low water pressure and "an overwhelmed sprinkler system" were major aspects of fire fighters' inability to effectively combat the fire. Supervisor Zev Yaroslavsky was quoted in the same article as saying, "...The water pressure issue is going to be a post-mortem issue of this fire."

Also referenced elsewhere in this letter, an audit released by the City Controller's office and reported online by *The Los Angeles Times (7/15/08 "California Briefing")* stated that most emergency preparedness plans across the city had not been updated in 3 years and many had not been updated since 1992.

How can all the adjacent communities be assured that the Evolution Plan's enormously increased need for water won't leave those communities begging for water?

What proposals are being advanced to ensure that an adequate – even plentiful – supply of water to the Project won't in fact have an adverse effect on the adjacent communities or even on the larger region?

State law requires that no building permit be issued for a new project until the developer can demonstrate adequate water resources for a 5-year projected time frame.

Since the Department of Water & Power and the Mayor's office both require that the City of Los Angeles engage in water rationing, and since meteorological experts forecast that the drought in Southern California is likely to continue, how can the City justify the issuance of new building permits for such major development?

What specific effects will NBC Universal's project have on available regional water resources?

Electricity / Natural Gas

It is clear from the enormous scope of the Project that the demands for power will escalate rapidly as each phase of the Project is built. At times of high usage (in summer when temperatures are increased and in winter when storms occur), it is common for the communities in this region to lose power, sometimes for several days. The residential portion of the Project will by itself escalate demand dramatically. And although the final word has not been spoken yet on climate change, all qualified experts are in agreement that global warming is real and we will see increased temperatures over the next 25-30 years.

How does the Project propose to accommodate this radically increased demand?

What back-up power systems could be implemented to ensure a consistent power supply even in the face of severely increased demand?

Has the Project made plans for global warming – and signed on to provide increased power via such green methods such as wind and solar panels?

Sewer/ Solid Waste

On the *Los Angeles Times'* website, an article entitled, "Trees Felled Around Protestors in Arcadia" [1/12/11] reported that, despite local protest, land in that area was being cleared of 179 coastal oaks and 70 sycamores "to make way for muck dredged from a nearby reservoir." While in this case the decimation of these old growth groves was to allow the reservoir to be an important part of the flood control system in the San Gabriel Mountain foothill communities, the act underscores the need for appropriate solid waste disposal that does not negatively impact the environment.

What environmentally sound methods of solid waste disposal on site will be created to handle the Project's own enormous disposal needs, while not furthering burdening our current landfills?

VISUAL IMPACTS

The DEIR repeatedly claims for community after community that a less than significant visual character impact and a less than significant view impact would occur from this Project. These claims are based on the significant impact on visual character and views that would be imposed in conjunction with the proposed Metro Universal project. *[DEIR Summary, page 111]*

> "The proposed Project, in conjunction with the proposed Metro Universal project, **would cause a cumulative change** in the visual character of the area due to the addition of high-rise development on both development sites as well as comprehensive signage programs." *[emphasis added]*

And yet even given the above admission, the DEIR's ultimate finding is:

> "The potential incremental effect on visual character and views in this area **would not be cumulatively considerable**, and thus, cumulative impacts are concluded to be less than significant." *[emphasis added]*

We question these results, as follows:

To be considered significant, aesthetic impacts do not have to be so "dramatic" as to block a scenic view; the issue is whether a project may cause substantial degradation of existing visual character. [Pocket Protectors v. City of Sacramento (2004) 124 Cal.App.4th 903, 937-938.]

> "[A]ny substantial, negative effect of a project on view and other features of beauty could constitute a "significant" environmental impact under CEQA." (Quail Botanical Gardens Foundation, Inc. v. City of Encinitas (1994) 29 Cal.App.4th 1597, 1604.) According to the California Court of Appeal, lay opinions that articulate the basis of the opinion can constitute substantial evidence of a negative aesthetic impact. (Ocean View Estates Homeowners

Assoc., Inc. v. Montecito Water District (2004) 116 Cal.App.4th 396, 402.) Expert testimony on the matter is not required because the overall aesthetic impact of a project is a subjective matter for which personal observations are sufficient evidence of the impact. (Id.; Oro Fine Gold Mining Corp. v. County of El Dorado (1990) 225 Cal.App.3d 872, 882.)

Threshold of Significance for Visual Character Impacts

The DEIR sets the threshold of significance for visual character impacts impermissibly high. The threshold of significance set by the DEIR requires impacts to both aspects to be significant before it considers the development to have significantly altered or degraded the existing visual character of the area. This threshold of significance increases the level of impact that is required before it would be considered significant above the thresholds set in the City of Los Angeles' Thresholds of Significance. The City's significance threshold states that a development would have a significant impact if it substantially alters, degrades, or eliminates the existing visual character of an area, which complies with CEQA's requirements for determining the significance of such impacts.

The DEIR finds that all 15 geographic areas the Project studied suffered less than significant visual impact. The DEIR requires significant visual effect from contrast, prominence, and coverage before it would be considered to have a significant impact. Each of these factors alone could potentially be severe enough to substantially alter or detract from the existing visual character of the surrounding area. For example, if the contrast between the proposed development and the existing surroundings is so great as to substantially detract from the existing visual character of the area, that should be enough to qualify as a significant aesthetic impact. Under the DEIR, however, this would not be enough. Instead, the detracting structure would also have to be prominent and cover much of the field of view as well. This methodology is improperly skewed to always understate impacts: the DEIR could simply pick a farther away Vantage Point to decrease the proportionate coverage of an otherwise substantially detracting prominent structure that is in stark contrast to the surrounding area.

By raising the hurdles that must be cleared before a finding of significant impact can be made, the DEIR improperly finds many significant impacts to be less than significant. However, the DEIR concludes that because the field of view is broad from individual vantage points, and the new development would only occupy a portion of the field of view, and that in some cases there already exists buildings of height that the new buildings would thus not result in a significant aesthetic impact.

The DEIR repeatedly refers to mature trees and vegetation both on their site and on surrounding properties e.g. Toluca Lake (north of Project) IV.D p. 1064 as a buffer or barrier to significantly impacting Views and or Visual Character. This is very short sighted as just a few hundred feet north of Lakeside Golf Course, at a slightly higher elevation, current views of City Walk are unobstructed and un-buffered. Hollywood Manor located immediately to the east is said to be protected by "extensive stands of mature trees and shrubbery" IV.D p.1052. But again, they are

referencing private landscaping as their buffer, and they fail to address the loss of a buffer and aesthetics as the Project will be removing large portions of their own vegetation. Parts of Hollywood Manor directly overlook the historic back lot and will be directly impacted by the removal of hundreds of protected Oaks, Walnuts and Sycamore trees and various other vegetation to make way for the proposed 2,937 residential units of varying density and heights. There in the Manor, as well as all the other vantage points, views and visual impacts in the DEIR only consider impacts on specific areas and fail to analyze the impacts on the greater communities. The DEIR only considers visual impact to views from specific areas; it fails to analyze the visual impact of the change to the entire area as a whole.

In addition, the DEIR fails to acknowledge the aesthetic impact of removing vegetation on Barham and the back lot as well as the removal of hundreds of protected walnut, oak and sycamore trees.

We find the DEIR's findings inadequate due to the incredibly narrow definition of a significant visual character impact. The DEIR improperly establishes a threshold of significance that "forecloses the consideration of any other substantial evidence showing there may be a significant effect." (*Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 114.) We also question the limited subjectivity of the DEIR's claim as to what is considered a "Valued Visual Resource" and its repeated claim that due to distance and already existing on site development that these Resources are not significantly diminished.

The DEIR Fails to Accurately Address Visual Character Impacts.

The DEIR inaccurately measures the impacts to the field of view, or coverage, mainly due to a subjective determination that they are adding on to an already urban landscape. We question this designation since the Project is surrounded by residential neighborhoods, and because the phasing of this project has been broken down into five phases which have not yet been determined or accurately outlined, at least not in this DEIR. Importantly, due to its artificial segmentation, the DEIR does not appropriately consider or evaluate the combined future impacts from development of the West Side MTA site and the East Side considered together.

The Analysis of the Visual Impacts from Signage and Artificial Lighting is Inadequate.
The DEIR claims the impact of signage to be insignificant since it will comply with its own newly created Specific Plan. [see both Specific Plan and Billboard Blight sections] The self-serving and circular nature of this claim cannot stand as adequate analysis and mitigation of the significant impacts from the massive increase in the size, location and type of signage that would be allowed.

Mitigation Measures for Impacts from Shadows Appear Inadequate

Billboard Blight / Supergraphics / Signage

Billboard blight is an increasing menace, and across the city neighborhoods everywhere are banding together to fight its encroachment.

It seems that the increase in signage in general and billboards in particular – digital and otherwise – stems from the mistaken identification of the communities surrounding the Project site as urban rather than suburban. In an urban environment signage is to be expected and tolerated for the economic advantage it confers on local businesses and the economy in general. But in a suburban environment it is equally to be expected that the calm, quasi-rural nature of a suburb is to be valued and preserved.

Of great concern to this Board is the quantity of signs clearly intended for off-site advertising, with the obvious goal of financial gain for the Project owners. A significant portion of the signage requested in this DEIR is not intended to advertise the Project's business. This DEIR cites numerous locations where off-site advertising will be permitted, in fact encouraged as evidenced by the enormous quantity of signs grouped in specific locations. While this Board understands the importance of advertising one's business – many of us, after all, are business owners ourselves – it is egregious that so much off-site advertising should be allowed.

Recently in the Cahuenga Pass, located on a building on the south side of Cahuenga Boulevard West at the Barham intersection, a billboard advertised the television show "Gossip Girl." The billboard used the well-known texting term "OMFG" as its lead in letters large enough to be seen for miles. This billboard was in the midst of family homes and within easy walking distance of Valley View Elementary School on Woodrow Wilson Drive. The situation was exacerbated by another "Gossip Girl" billboard with the exact same text term just one block away from the first and adjacent to the Hollywood Knolls and Hollywood Manor communities. While no one wants to restrict any individual's or business' right of free speech, clearly there needs to be some restrictions on how many of these signs should be allowed to cluster in one area.

It is this Board's contention that **no** signage should be allowed that **advertises off-site products or services.** ***This restriction is required to mitigate the significant adverse visual impacts that would otherwise occur.***

Traffic Safety re: Electronic Billboards

Of particular concern to all these communities is the use of changing digital signs and graphics that distract drivers from their primary job, which is *driving safely*. In 2009 a study was released by the Association of State Highway and Transportation Officials entitled "Safety Impacts of the Emerging Digital Display Technology for Outdoor Advertising Signs." In the Executive Summary *[pages 4-6]*, the following is stated:

> "In July 2007, the Highways Subcommittee on Traffic Operations (SCOTE) of the Association of State Highway and Transportation Officials (AASHTO) issued a proposed policy resolution on outdoor advertising. This document recognized that inattentive driving was a major contributor to highway crashes, and that new technologies were enabling the outdoor advertising industry to display more attention-getting messages that were likely to cause drivers to be less attentive to the driving task. The document further noted that national

interest and concern about the safety implications of these advanced outdoor advertising displays had been expressed by FHWA and TRB as well as by State and local government agencies…

Several conclusions can be drawn from the extensive literature on this topic. First, there are strong theoretical underpinnings in the psychology of cognition, perception, psychophysics, and human factors, to suggest **why stimuli such as roadside digital billboards can capture and hold a person's attention, even at the expense of primary task performance…** *[emphasis added]*

…the research sponsored by the outdoor advertising industry generally concludes that there are no adverse impacts from roadside digital billboards, even when, in one case, the actual findings of such research indicate otherwise. Conversely, the conclusions reached in research sponsored by government agencies, insurance companies, and auto safety organizations, especially in those studies performed in the past decade, regularly demonstrate that the presence of roadside advertising signs such as digital billboards, contributes to driver distraction at levels that adversely affect safe driving performance…

During the course of this project, we identified several recent extensions of digital advertising technologies that may add further to the distraction potential of these displays. The growing use of LED technology for advertising in on-premise applications is of concern because such signs may be larger than traditional billboards, closer to the right-of-way and to roadway sections with high task demands, and may include animation and full motion video."

And from Section 9 of the same document entitled "Summary and Conclusions":

"…**we have a growing, and consistent picture of the adverse impact of irrelevant, outside-the-vehicle distracters such as DBBs [digital billboards] on driver performance.** *[Page 181][emphasis added]*

"… those [government officials] who think that their job is to do what they can to enhance safety for the traveling public based upon the best available information, now have, in our opinion, access to a strong and growing body of evidence, including evidence from industry supported research, that roadside digital advertising, attract drivers' eyes away from the road for extended, demonstrably unsafe periods of time. States and local jurisdictions faced with permit applications or challenges to denied permits need to have a sound basis for their decisions. The research underway by FHWA as this is written may begin to provide specific, directed answers to assist these officials in their work. In the interim, these governmental agencies and toll road operators, faced with the need to make such decisions now have, in our opinion, a sufficient and sound basis for doing so." *[Page 182]*

Electronic signage in the Cahuenga Pass adjacent to the 101 Freeway or along heavily traveled thoroughfares such as Lankershim Boulevard is inappropriate because such signage poses a serious danger both to drivers and to pedestrians.

The section of the 101 Freeway through the Cahuenga Pass is already known as one of the most dangerous segments of the freeway system, with a much higher proportion of accidents than in other areas, due to the hilly topography that prevents drivers from seeing well into the distance to anticipate problems. Yet this is the exact location where this Project seeks to locate an electronic sign that faces the northbound freeway. This Project seeks to remove the northwest corner of the Barham-Buddy Holly Drive intersection from the Mulholland Scenic Corridor, which restricts such signage, so a non-digital billboard at that location can be "upgraded" to an electronic billboard, thus creating a dangerous distraction for motorists traveling at high speeds through a dangerous Pass.

Since there are studies that now support the anecdotal knowledge that digital advertising is a danger to drivers and pedestrians, why is the DEIR silent about the dangers of electronic signage and its distraction for drivers?

What mitigation measures must be instituted to provide safety for drivers and pedestrians? Why is the DEIR not recommended such mitigations?

Light Trespass in Residential Communities

Residents in communities all across Southern California, where digital and electronic signage has been proliferating, have lodged complaints regarding excess brightness with City officials.

As an example, a digital billboard located in the Cahuenga Pass at the northeast corner of Barham Boulevard and Cahuenga Blvd East has ratcheted up its illumination to the extent that property owners in the hills report that they can no longer sleep at night because the intense glow in their bedrooms and the flickering changing images keep them awake. One resident reported that the animation figures danced across the walls of her room all night. Complaints to the advertiser went ignored until the intercession of a resident who has a personal connection to the advertiser. Finally some concession was made and the sign was dimmed during certain hours of the night.

But it continues to provide a dangerous distraction to drivers on the 101 Freeway in the Pass.

What mitigations can be proposed that will eliminate what experts call "light trespass" into all the residential communities, particularly those like the Cahuenga Pass and the Island that will suffer the most from the onslaught of increased digital signage?

Compounded Effects of Signage

The Lankershim Edge Sign District will add the equivalent of 14,000 square feet of lighted electronic advertising plus supergraphic signage, or the equivalent of 20 full-sized billboards

plus a double-faced billboard at Cahuenga and Universal City Drive, in addition to a billboard sign conversion at the northwest corner of Barham Boulevard and Buddy Holly Drive.

Page 139 of the Project Description 2A states:

> "Animated, moving, programmed, flashing, neon, LCD and similar lighting displays or installations shall be permitted."

Not included in the above is the Universal City Town Center Sign District at Barham Boulevard and Forest Lawn Drive. This area proposes eight wall signs, each 500 square feet, for the purposes of off-site advertising.

This totals 20,000 square feet of new advertising for the proposed Project. By anyone's standards, this constitutes an alarming increase in visual clutter, particularly in neighborhoods known for their quiet beauty and greenery.

The DEIR correctly identifies Barham Boulevard as a Major Scenic Highway II in the Sherman Oaks/Studio City/Toluca Lake/Cahuenga Pass Community Plan, but then goes on to hazard a guess that the street was chosen for its views of the Cahuenga Pass for southbound motorists and its views of the San Fernando Valley and Verdugo Mountains for northbound tourists.

It also discusses Forest Lawn Drive as follows:

> "Forest Lawn Drive is designated as a Major Scenic Highway II in the City's General Plan Transportation Element. As stated above, the Transportation Element describes the selection criteria for scenic highways as including natural scenic qualities in undeveloped or sparsely developed areas of the City, or urban area(s) of cultural, historical, or aesthetic value, which merit protection and enhancement. The Community Plan provides no indication as to why Forest Lawn Drive was designated as a scenic highway."

The DEIR seems confounded by these designations, as though none of the writers of the DEIR have visited those streets, but to anyone who has, these designations are obvious. Those streets have beautiful views of greenery with mountains in the background. For that matter, the entire Cahuenga Pass is a Scenic Corridor and as such has protections from mural signs and billboards.

Since the Community Plan is silent on its reasons for selecting Barham and Forest Lawn (and presumably the same questions could be addressed for the entire Cahuenga Pass), why does the DEIR decide for itself which are the valued views?

What signage and other visual intrusion decisions have been made predicated on this completely fabricated decision?

In addition the City Specific Plan proposes a Sign District (Universal City Southern Entry Point Sign).

Will this Sign District follow the signage requirements established by the Ventura Boulevard/Cahuenga Boulevard Specific Plan, or will those standards be violated?

If an exception to the sign district will be requested, why is that request not included in this DEIR?

Shade and Shadow / Light And Glare / Natural Light

The DEIR states the following:

> "These periods were selected per the City of Los Angeles CEQA Thresholds Guide (2006) and represent the portion of the day during which shading would be expected to be of concern to most people. Collectively, the seasonal shadow patterns define an annual shadow pattern that can be attributed to existing buildings and development permitted under the development Height Zones and Height Exception areas set forth by the proposed City and County Specific Plans.
>
> Although the daily periods for each season vary, each bears an approximately equal relationship to the total period of sunlight for the respective day.
>
> Shadows in this analysis have been diagrammed for "morning" (9:00 A.M.), "midday" (12:00 P.M. in winter and spring or 1:00 P.M. in summer and fall), and "afternoon" (3:00 P.M. in winter and spring or 5:00 P.M. in summer and fall). In addition, given the topographic variation between the Project Site and adjacent properties, topography has been taken into account in all shadow projections." *[DEIR, IV.E.1 Light and Glare - Natural Light, page 1158]*

CUSG questions, first of all, the hours selected as being "of concern to most people." South Weddington Park serves as an example.

Why would the shade from the buildings not be a concern to people walking in the park at 8 AM? Why would it only begin to concern people at 9 AM?

Would it not be true that shade would be of greater concern between sunrise and 9 AM than it is after 9 AM because people out in the cooler temperatures at that hour would appreciate sun to warm them?

Although the DEIR tables don't assess this aspect, it might be imagined that homeowners on Cartwright Ave and Denny Avenue in the Island would be affected by shade if they cared to take a stroll around the garden with a cup of coffee at 7 AM or wanted to walk their dogs at 8 AM. The loss of sunlight happens prior to 9 AM.

What about people who love to wake up to sunlight?

What studies – both physical and psychological – have been performed by qualified experts on the effects of the loss of sunlight on biological creatures, both human and animal?

We would further suggest that there will be many more homeowners in Toluca Lake than are shown on your current tables who will be affected as they enjoy outdoor dining and entertaining between the hours of 5 PM and 8:08 PM.

Landscaping is another consideration. South Weddington Park, all the residences surrounding the project, and the Campo are fully landscaped and the change in the amount of sunlight the plants receive will alter their life cycles, not only the sunlight they receive between 9AM and 3 PM or 5 PM.

Why has this not been addressed in the DEIR? Will NBC Universal re-landscape and/or re-plant areas of South Weddington Park where vegetation dies for lack of sunlight?

Winter heating is another consideration. The heating bill at the Campo or any other structure that falls into the new patterns of shadow will increase because of shadow between 6:56 AM and 9 AM in the winter.

Why is the DEIR silent on this issue?

We question the validity of the hours of day that the DEIR takes into account and request that the DEIR publish tables that reflect shadows from sun-up to sundown as residents here live in a climate where the outdoors is enjoyed at all times of the year. An accurate re-count of the hours of shadow caused by the Project should be taken, and those revised numbers should be taken into consideration when a determination of "significant" or "less than significant" is made. Shadow-sensitive areas need to be re-defined.

The DEIR's conclusion that potential impacts on South Weddington Park are less than significant is based on the fact that the park will be so shaded by the MTA project that the Universal project will not significantly change it. It is hard to question such a statement that is so laughably true.

How would that conclusion change if the MTA project does not get built first, or at all? We pose the same question in regard to the Campo de Cahuenga.

Regarding Lakeside Golf Course, the conclusion that since "users of this facility are highly mobile and generally do not stay in the same location for more than a limited amount of time," thus making this golf course a non-issue, is clearly written by a non-golfer. Golfers may not stand in the same spot for a very long time, but they visit the same area over and over again, especially as this is a club where members play regularly. Additionally, landscaping is crucial in designing and maintaining a golf course. If the areas that are shaded are landscaped with turf grass and sun-loving trees, the landscaping will wither. The golf course is without doubt a shadow-sensitive area.

Why was this issue not explored in the DEIR, and why is no mitigation suggested for this adverse effect?

Proposed mitigation for Light and Glare – Natural Light:

The DEIR proposes the following mitigations:

> "**Mitigation Measures:** To reduce potential impacts to a less than significant level, the following mitigation measures are recommended:
>
> **Mitigation Measure 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 MSL Height Zone, the 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.
>
> **Mitigation Measure E.1-2:** Structures proposed to be built within the 850-foot MSL Height Zone shall conform with the height limitations and setback requirements identified in Figure 171 on page 1229 of the Draft EIR.
>
> **Mitigation Measure E.1-3:** Structures proposed to be built within the 825-foot MSL Height Zone shall conform with the height limitations and setback requirements identified in Figure 172 on page 1230 of the Draft EIR.
>
> **Mitigation Measure E.1-4:** Structures proposed to be built within the 855-foot MSL Height Zone shall conform with the height limitations and setback requirements identified in Figure 173 on page 1231 of the Draft EIR." *[DEIR, IV.E.1 Light and Glare - Natural Light, page 1183]*

Mitigation measures as outlined are only recommended, not required. Why are they not required?

We question various elements of Mitigation Measure E.1-1 to 4:

Why is the shadow study to be done prior to the issuance of a building permit and not now in this EIR process? How are we to know now that a reduction in height as outlined will be sufficient?

The hours of the study need to be revised to reflect sun up to sun down for all seasons.

Evaluation of "less than significant" needs to be reflected based on revised hours.

Light From Nighttime Construction:

Mitigation Measure C-2 states the following:

"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.

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:

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 Project construction activities and the requirement in the proposed Specific Plans 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."

Given the fact that construction will be permitted 24 hours a day, 7 days a week, including Saturdays and Sundays and legal holidays for 20 years, we question how the DEIR can identify such a time period as "temporary nature and short duration of nighttime construction activities."

How can construction lighting impacts be considered temporary and less than significant when they affect a large number of people and continue over two decades?

The neighbors surrounding Universal have been very much affected by nighttime construction noises in the past and finally, at the persuasion of Zev Yaroslavsky, received an agreement from Universal to eliminate nighttime construction.

Why is it necessary to start over again and have to suffer through 20 years of nighttime construction noise and night glare?

Rooftop Equipment

The rooftop equipment is to be screened from the view of the public pedestrians within 500 feet of boundaries.

Doesn't this mean that, even though pedestrians may not see it, the residents in the City View Lofts, South Weddington Park and the Island residential area will be able to see all such equipment in the new buildings in the new business section since they will be tall?

The new sign district in the business section proposes to have illuminated signs not facing residences when the signs are north of James Stewart Avenue. This would still leave bright signs in the business section south of this intersection with Lankershim.

Wouldn't this area face South Weddington Park as well as the residential areas if they are angled in that direction? Therefore, wouldn't it be true that the sign district would have significant impacts on South Weddington Park as well as City View Lofts and the Island Neighborhood?

In changing the area along Lankershim from city to county, wouldn't this allow much taller buildings to be built there?

Wouldn't these taller buildings block views from the City View Lofts, Island Neighborhood and South Weddington Park?

In addition to shading some of those areas, wouldn't it block views of the sun, moon and stars, as well as of the mountains?

Is there a limit to how tall the buildings can be built once the land is put into the county rather than the city in spite of the new specific plan and their stating the height in the DEIR?

Loss of Privacy

One very important aspect of "views" that the DEIR completely ignores are the views from the new buildings into residents' back yards and windows, resulting in a loss of privacy. There are many residents of Toluca Lake and the Island, for instance, who will have hundreds of people looking down on activities in their own homes and on their own properties which should be private. The term "view" needs to be redefined to encompass views going both ways.

What mitigation is proposed to shield these residents from view and to ensure that their privacy is respected?

Lighted Signage

Page 139 of the Project Description Section 2a in the DEIR states:

> "Animated, moving, programmed, flashing, neon, LCD and similar lighting displays or installations shall be permitted."

The section goes on to list exceptions to the rules for these displays. One exception is decorative holiday lighting from September 1 through January 15. A four-and-a-half month exception can hardly be designated an exception as it extends a full one-third of a calendar year.

Businesses already are allowed to take advantage of already existing sign laws.

Why should a business, no matter how large, get to decide on where a sign district should be located even when their neighbors object?

While the Island Neighborhood doesn't want to see lighted signs from their homes or adjacent South Weddington Park, neither do the neighbors of the Mulholland Corridor parcel, which

Universal wants to rezone, want to see a digital sign or billboard visible to their neighborhood. Residents of all the neighborhoods should have input on aspects of the Project, such as these, that will affect their lives on an hourly basis.

A final note on visual impacts: This DEIR seems to argue, for all view neighborhoods, that because some visual clutter (referred to as "urban development") already exists, more visual clutter is acceptable. Below is an example of this DEIR's opinion as it relates to the Cahuenga Pass view community:

> "The Cahuenga Pass West area, similar to the Cahuenga Pass East area, provides perspectives from high to low elevations... Project development and signage would result in an increase in the overall amount of urban development, as viewed from this area. However, this new development and signage consistent with the proposed Specific Plan regulations, including aesthetic improvements, would not contrast with the existing urban development visible from the Cahuenga Pass West area and would not be substantially more prominent that existing development within the available field of view... As a result, a less than significant visual character impact would occur from this geographic area." *[DEIR Summary, page 106]*

This argument means, in effect, that adding to a visual field doesn't change it markedly. For example, if residents with views already have to suffer by looking at twenty-five windmills, then they shouldn't mind having to look at an additional twenty-five windmills. But this reasoning is, of course, faulty. Adding more visual clutter ramps up the visual density and intensity until all that is visible is the clutter and the view is irreparably lost.

ALTERNATIVES 1 - 9

The proposed Project does not, we believe, meet all of the Project alternatives.

- It does not recognize relationships with neighbors.
- It does not provide affordable housing to meet regional housing needs.
- It does not fulfill land use and transportation policies because it includes changes to existing plans.
- Alternatives analysis appears to underestimate the impacts that would be reduced in the lower density alternatives.

Would the type of housing included in the proposed Project accommodate those individuals who would be employed at minimum wage or lower income (part-time or temporary workers) in the commercial uses?

CUSG suggests that a less impactful alternative does not need to meet all of the Project objectives to be considered feasible. We suggest a reduced footprint/reduced intensity

alternative that avoids tree removal and other negative impacts. Even the environmentally superior alternative (Alternative 4) would, in the DEIR's own words (I. Introduction/Summary, page 32):

> "… Alternative 4, as is the case with the proposed Project, would result in significant impacts with regard to traffic (operation), air quality, construction noise, and solid waste disposal."

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Choosing the proposed project over other less impactful alternatives would be especially egregious where, as it does here, the proposed project itself does fully meet the project objectives.

Additional Information Regarding Alternative 7 is Required

Regarding Alternative 7 in the DEIR Executive Summary page 26, which we regard as unclear and extremely confusing, we ask the following:

Is this section stating that the two Specific Plans (City and County) are also created by the developers, serving the developers' needs and demands, and that Alternative 7, also created by the developers, is in compliance with those same Specific Plans? If so, then how can Alternative 7 be considered an honestly evaluated alternative? What is meant by "environmental equivalency"? How would this alternative actually change the proposed Project?

279 At/M

We believe this DEIR fails to analyze whether Alternative 7 would meet the Project objectives.

Communities United for Smart Growth provided a viable alternative plan submitted previously to the City during the MTA DEIR process, and it hereby re-submits this document to the City for consideration as an alternative. *(See attached: Metro Universal RiverWalk Vision Plan – EXHIBIT A)*

280 At/M

Since the City is already in possession of this plan and as it addresses <u>both</u> the MTA and the Universal Studios sites, why was it not considered as an alternative to be included for analysis in this document?

Per the above question, CUSG requests that the Metro Universal RiverWalk Vision Plan be analyzed as an alternative.

***

ALTERNATIVE 10

Metro-Universal RiverWalk Vision Plan

The RiverWalk Vision Plan presents what this Board believes to be the only viable alternative to the Universal Evolution Plan and to the Metro Universal Plan by incorporating and addressing elements and needs from both proposals. It presents a true 21st century, public transit-oriented and forward-thinking development plan and proposes creating a unified complex of contemporary visitor attractions, production facilities, commercial space, office space and residential while also respecting existing community needs, economic growth and vital environmental concerns. This is done by – but not limited to:

- Celebrating Los Angeles' essential television, film and entertainment industries by providing new production and studio space while still preserving the historic Universal back lot
- Reflecting and incorporating regional efforts to protect and restore our region's rivers, mountains and parks
- Emphasizing green building and sustainability
- Emphasizing *true* transit-oriented development – by location housing *adjacent* to public transit
- Increasing public open space

The RiverWalk Vision responds to development proposed for both the Universal Evolution Plan and the Metro Universal Plan in a comprehensive and integrated manner appropriate to the regional significance of both sites' locations in a prominent part of the San Fernando Valley – adjacent to and at the midpoint of the 51-mile Los Angeles River and adjacent to the MTA subway at the nationally significant and historic Campo de Cahuenga,

The RiverWalk Vision also responds to the fact that the Universal City site and the Metro Universal site are adjacent to each other; that proposed improvements for and uses of both sites are mutually dependent; that NBC Universal would lease space from the MTA and that the MTA subway would serve both developments. The RiverWalk Vision Plan balances both regional goals and site-specific needs.

This Plan would greatly reduce traffic, air pollution and noise; increase walking and bicycling; reduce greenhouse gases that contribute to climate change; improve water quality; reduce aesthetic and visual impacts on surrounding residential areas; enhance the livability and workability of the Valley; and meet the legitimate economic and business goals of Universal, the City of Los Angeles and Los Angeles County.

See Appendix A for the complete Metro Universal RiverWalk Vision Plan.

Incorporation of Other Responses

Communities United for Smart Growth joins the following organizations in their comments and objections and other matters raised in their filings to the NBC Universal Evolution Plan DEIR, and incorporates those comments and objections in this response as though set forth in full herein.

Studio City Residents Association
Toluca Lake Homeowners Association
Toluca Lake Chamber of Commerce
Cahuenga Pass Property Owners Association
Hollywood Knolls Community Club
City of Burbank
Friends of the Los Angeles River
Greater Toluca Lake Neighborhood Council
Outpost Estates Homeowners Association
Coalition to Ban Billboard Blight
Santa Monica Mountains Conservancy
Hollywood Dell Civic Association
Bureau of Engineering Office River Project

This Board thanks you for your time and attention to this response.

Respectfully submitted by:

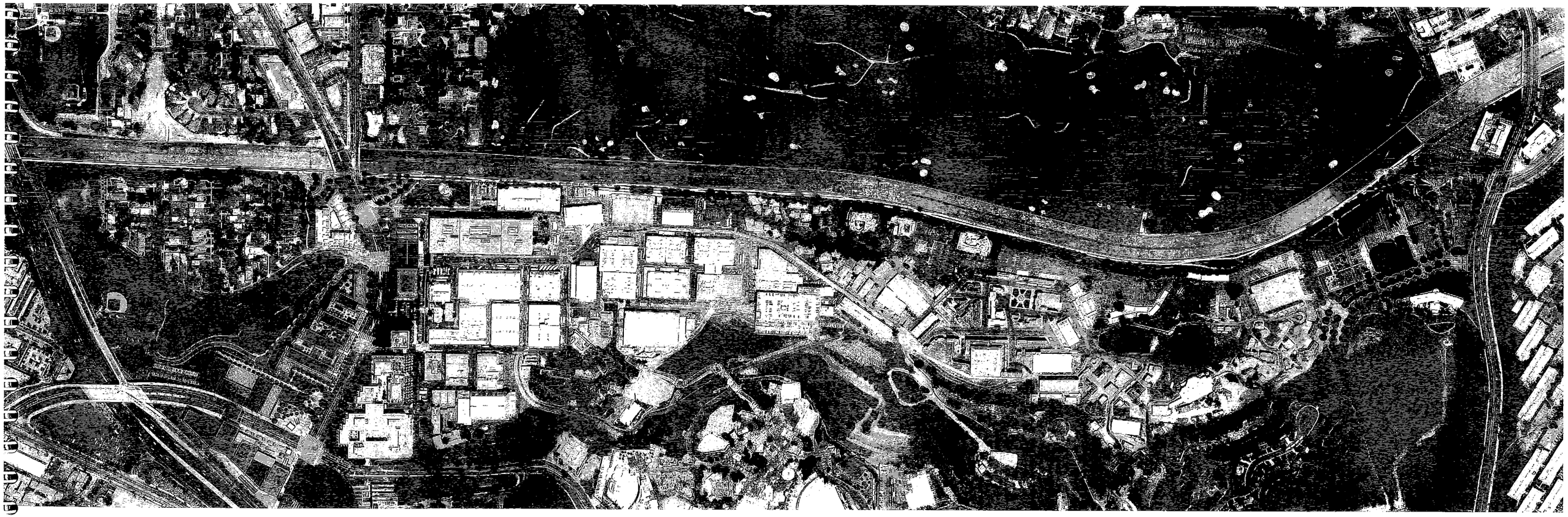
Roy P. Disney, Chairman
Daniel Savage, President
Richard Bogy, Vice President
Deuk Perrin, Vice President
Terry Davis, Secretary
Krista Michaels, Treasurer

Communities United for Smart Growth

APPENDIX A
Response to
NBC UNIVERSAL EVOLUTION PLAN
DEIR
February 4, 2011

Metro-Universal RiverWalk Vision Plan

An Alternative to the Proposed Metro Universal and Universal City Developments



COMMUNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

An Alternative to the Proposed Metro Universal and Universal City Developments

Communities United for Smart Growth

November 2008

Planning Team

Esther Feldman	Project Direction, Planning and Design
Arthur Golding and Associates	Architecture and Urban Design
Fletcher Studio	Landscape Architecture and Urban Design

Legal Team

Jan Chatten-Brown	Chatten-Brown and Carstens
Carlyle Hall	Akin Gump Strauss Hauer and Feld

COMM UNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

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Metro-Universal RiverWalk Vision Plan

Guiding Principles

1. Sustainability
   - pedestrian focus, bicycle usage and connectivity to transit
   - configuration of different uses
   - maximize daylighting, natural cooling/heating, etc.
   - connectivity of all site elements
   - emphasize natural water quality treatment/on-site runoff capture in all built components
   - help meet regional water quality improvement goals
   - state-of-the-art runoff catchment, storage, re-use and use of natural treatment BMPs
   - maximize water conservation

2. One Project: Uses of Metro Universal site and Universal City site must be complimentary and integrated
   - maximize efficiency of transit use
   - minimize impacts on neighborhoods, community, local and regional traffic
   - reflect inter-relatedness of residential, retail, commercial, studio and entertainment uses

3. L.A. River as primary focus and integrated component of all development
   - embrace and turn towards L.A. River
   - celebrate regional connectivity to LA River Greenway and other regional river greenways
   - emphasize "keystone" nature of MTA/Universal site as regional connection node
   - incorporate into Universal/NBC's world-class entertainment center

4. Respect and Integrate Regional Natural Environment Context
   - reflect presence of L.A. River
   - connections to Tujunga Wash
   - Santa Monica Mountains

5. Transit
   - emphasize 21st century L.A. focus on encouraging pedestrian-friendly, bicycle-friendly and TOD environments
   - maximize use of and connectivity to MTA
   - maximize placemtn of residential adjacent to and within walking distance of MTA
   - maximize placement of offices adjacent to and within walking distance of MTA

6. Traffic/Parking
   - most optimal configuration and distribution of site elements to minimize traffic impacts
   - most effective traffic/circulation/parking improvements

7. Economic
   - substantially consistent with combined Metro-Universal/NBC Universal plans
   - reasonable ROI

8. Community Context: Consistency with existing communities

Metro-Universal RiverWalk Vision Plan

RiverWalk Plan Elements

NORTH

0' 25' 50' 100'

Communities United for Smart Growth

PLANNING TEAM

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

Summary, Description & Detail of Elements

The RiverWalk Vision presents a viable alternative to the proposed Metro Universal development and to key portions of the Universal City Vision proposal for Universal City. The RiverWalk Vision presents a true 21st Century, public transit-oriented and forward-thinking development plan for this region of Los Angeles County, and proposes creating a unified complex of contemporary visitor attractions that consider community needs, economic growth and environmental concerns by:

- Incorporating the histories of California and Los Angeles by integrating the nationally and state-registered historic Campo de Cahuenga site into the proposed development
- Celebrating Los Angeles' essential television, motion picture production and entertainment industries
- Reflecting regional efforts to protect and restore our region's rivers, mountains and parks
- Providing new production, studio, office and residential development with respect for surrounding communities
- Emphasizing green building and sustainability
- Turning towards and greening the Los Angeles River and riverfront lands
- Creating pedestrian and bicycle-friendly environments and attractions
- Emphasizing transit-oriented development
- Locating housing directly adjacent to transit
- Increasing public open space

The RiverWalk Vision responds to development proposed for both the Metro Universal and the Universal City sites in a comprehensive and integrated manner appropriate to the regional significance of both sites' locations in a prominent part of the San Fernando Valley - adjacent to and at the mid-point of the 51-mile Los Angeles River, and adjacent to the MTA subway at Campo de Cahuenga and the nationally-significant historic Campo de Cahuenga.

The RiverWalk Vision also responds to the fact that the Metro Universal and Universal City sites are adjacent to each other; that proposed improvements for and uses of both sites are mutually dependent; that NBC Universal would lease space from the MTA and that the MTA subway would serve both developments. The RiverWalk Vision balances both regional goals and site-specific needs. Once the Universal City Vision Plan details are made public, other aspects of the Universal City Vision proposal can be considered for incorporation into the RiverWalk Vision.

In comparison with the developments proposed for the Metro Universal and Universal City sites, the RiverWalk Vision Plan would greatly reduce traffic, air pollution and noise; increase walking and bicycling; reduce greenhouse gases that contribute to climate change; improve water quality; reduce aesthetic and visual impacts on surrounding residential areas, Weddington Park and the historic Campo de Cahuenga; enhance the livability and workability of the Valley; and meet the legitimate economic and business goals of Universal, Thomas Properties, the City of Los Angeles and Los Angeles County.

The RiverWalk Vision includes:

- **The NBC Media Center:** as proposed by the Metro Universal project, but in a far preferable location, with immediate access to the existing MTA subway and a new entrance plaza
- **L.A. RiverWalk District:** An L.A. River-oriented district from Lankershim/Cahuenga to Barham/Forest Lawn connected by pedestrian walkways and bicycle trails, and including river-facing offices and hotel, riverfront parks, river terraces and overlooks and a RiverWalk Plaza
- **L.A. River Parks:** Ten acres of new L.A. Riverfront park land at west and east Metro-Universal RiverWalk parks
- **Trails & Walkways:** Over five miles of pedestrian and bicycle trails connecting all development, MTA subway, L.A. River, and Campo de Cahuenga Historic Plaza
- **Campo de Cahuenga Historic Plaza:** historic site protected and integrated into development and part of public plaza
- **Office:** 481,500 square feet oriented towards L.A. River and Campo de Cahuenga Historic Plaza
- **Retail & Restaurants:** 25,000 square feet of retail, restaurants, cafes, and visitor-serving amenities at the Metro Universal site on Lankershim
- **Retail & Restaurants:** 30,000 square feet of retail, restaurants, cafes, and visitor-serving amenities at the RiverWalk Plaza site off Barham and Forest Lawn
- **Residential:** 625 residential units on Metro Universal site and on the east side of the Universal City site off Barham/Forest Lawn, with minimum 15% affordable housing
- **Residential or Production:** potential additional 400 residential units with 15% affordable housing, and/or production facilities on the east side of Universal City site
- **New Road:** connecting Barham/Forest Lawn to 101 freeway via Universal Studios Boulevard
- **Parking at Lankershim:** 4,185 parking spaces for the RiverWalk West Park, Office District, MTA, retail, NBC studios and RiverWalk residential at Lankershim
- **Parking at Barham/Forest Lawn:** At least 700 parking spaces for the RiverWalk East Park, Plaza & Hotel District
- **L.A. River-Oriented Hotel:** a 300-room conference hotel oriented towards the Los Angeles River
- **Green Streets:** strong green street landscaping and pedestrian and bicycle connections between all project elements
- **Water Quality Improvements:** State-of-the-art "Green Solution" best management practices water quality improvements to naturally capture, filter and treat urban and stormwater runoff and maximize recycling of runoff
- **Alternative Energy:** Solar panels at all high roofs, green roofs at all low roofs
- **Green Features & Sustainability:** Other green sustainability elements to the maximum degree possible in all site development and buildings, LEED platinum rating as design standard

One Project

The Metro Universal site and the Universal City site must be addressed as one project because they are in fact functionally one project. The two sites are adjacent; the developments proposed for both the west and east sides of Lankershim are being initiated by Universal for its benefit; most of the buildings on the west side would be leased by NBC Universal; and Thomas Properties Group is the applicant for the Metro Universal proposal and is designing the Universal City Vision Plan. The economic success of all elements of both developments depend on the two developments being both compatible and integrated.

The RiverWalk Vision addresses the development proposed for both the east and west sides of Lankershim by proposing one unified and integrated project that considers the most appropriate location, orientation and sizing of the different land uses proposed. By treating these two development proposals as one project, many of the project proponents' economic and development goals can be effectively realized while significantly decreasing traffic, density and massing impacts; addressing essential community concerns; complying with the City and County's applicable Los Angeles River plans; addressing critical regional impacts; and creating a visionary, regional destination and 21st century attraction that integrates the Los Angeles River, transit, residential, office, production, entertainment, water quality, recreation, bicycle and natural open space objectives.

In addition, rather than conflicting with City Community Plans for the area, the RiverWalk Vision would implement many of the policies contained in the Community Plan for the area and the County's General Plan, including: encouraging the development of new parkland and trails; protection of the Los Angeles River; incorporating alternative energy sources and sustainable development; and the provision of new bikeways.

The RiverWalk Vision recognizes, celebrates and incorporates the City of Los Angeles' Los Angeles River Revitalization Master Plan, the Los Angeles County Los Angeles River Master Plan, and the well over $100 million in public investment already made by federal, state, regional and local governments both upstream and downstream along the Los Angeles River by integrating the Los Angeles River into all aspects of the development. The RiverWalk Vision also recognizes and incorporates the adjacent Santa Monica Mountains by providing a potential connection to Mt. Cahuenga, Lake Hollywood Reservoir and Griffith Park.

Regional Connectivity

(See Appendix A for Regional Connectivity studies and illustrations)

- **Connecting Communities, Rivers, Parks and the Santa Monica Mountains**
- **Protecting Regional Public Access to the L.A. River & to Regional River Trails**

The Metro Universal and Universal City properties have enormous regional significance for connectivity between the Los Angeles River, major tributaries of the L.A. River, parks, and the Santa Monica Mountains. The Universal City and Metro Universal properties are uniquely located at the "heart" of the Los Angeles River, and at a critical junction of the Los Angeles River, Tujunga Wash, North and South Weddington Parks and Mt. Cahuenga in the Santa Monica Mountains. Acquisition of Mt. Cahuenga to connect the L.A. River to Griffith Park is an important priority of the Santa Monica Mountains Conservancy.

The Metro Universal and Universal City properties are key to retaining regional connectivity between the numerous existing and planned parks both upstream and downstream along the Los Angeles River and between the Los Angeles River and Tujunga Wash, Pacoima Wash, Verdugo Wash, the Burbank-Western Channel and the Arroyo Seco. This regional connectivity is essential to the integrity of the 51-mile Los Angeles River Trail from Canoga Park to Long Beach at the Pacific Ocean. The Arroyo Seco, Burbank-Western Channel and Tujunga Wash are tributaries of the L.A. River; Pacoima Wash is a tributary of Tujunga Wash; and Mt. Cahuenga connects to Griffith Park and the Lake Hollywood Reservoir.

Unless the L.A. Riverfront land along the Universal City site is preserved and the L.A. River Trail extended through this area, the L.A. River Trail will have an enormous hole in its middle, cutting off over two million people in communities throughout the San Fernando Valley from the millions of people in cities and communities downstream, from Burbank to the Pacific Ocean in Long Beach. People using the river greenways, parks and trails already in place and master planned for Tujunga Wash, Pacoima Wash, Verdugo Wash, Burbank-Western Channel and the Arroyo Seco would be cut off from important L.A. River parks and natural amenities both up and downstream. Cities along the Los Angeles River are: Los Angeles, Burbank, Glendale, Vernon, Maywood, Commerce, Bell, Bell Gardens, Cudahy, South Gate, Lynwood, Paramount, Compton and Long Beach.

If the L.A. River bicycle trail is not extended along the river frontage through the Universal City site, the feasibility of bicycle commuting will be severely impacted for thousands of potential non-motorized vehicle commuters, including many who work at Universal City and the other studios adjacent to the L.A. River, as well as many who work downtown, which will be a short bicycle commute from Studio City and Universal City once the bicycle trail linkages are completed.

Over the last ten years, over $100 million in public funds have been invested in creating numerous L.A. River parks, river trails, natural areas and public access to these important and badly-needed resources. Many other river parks, trails and greenways are being implemented and planned along the L.A. River and its tributaries. The downtown portion of the L.A. River alone is home to the largest acquisition investments California State Parks has ever made at Rio de Los Angeles State Park and Los Angeles State Historic Park.

Additional river parks, trails and greenways underway and planned for the Los Angeles River and its tributaries include (see Appendix A for maps):

- Confluence Park at the L.A. River and Verdugo Wash
- Confluence Park at the L.A. River and Burbank-Western Channel
- Confluence Park at the L.A. River and Arroyo Seco
- Arroyo Seco trail extension
- Pacoima Wash Greenway & Trail
- Expansion of the Tujunga Wash Greenway & Trail
- Headworks improvement project in Griffith Park
- Expansion of Rio de Los Angeles State Park
- L.A. River Natural Park-Studio City
- Piggyback Park near Union Station

Improving Water Quality in the Impaired Los Angeles River and San Pedro Bay

Because all of the L.A. River is in violation of the U.S. Clean Water Act due to inflows of polluted urban and stormwater runoff, the City of Los Angeles and Los Angeles County are under increasing pressure from the Los Angeles Regional Water Quality Control Board to address these serious problems. The RiverWalk Vision would provide significant pervious area adjacent to the L.A. River in which catchment and natural treatment and filtration of runoff from surrounding urbanized lands could be conducted. This type of multiple-benefit solution can assist the City and County in reducing pollutant loading in the L.A. River, and in meeting regional water quality improvement goals set by the Los Angeles Regional Water Quality Control Board for the L.A. River, coastal waters and county beaches.

Metro-Universal RiverWalk Vision Plan: Description & Detail of Elements

The RiverWalk Vision Plan, consistent with the City of Los Angeles L.A. River Revitalization Master Plan, celebrates and engages with the Los Angeles River by orienting key development components towards the river and improving the riverfront as a people-friendly park environment, creating a dynamic RiverWalk District that blends modern urban and natural elements to create both exciting and graceful destinations.

The RiverWalk Vision integrates development, surrounding communities, parks, the L.A. River and natural open space to create contemporary and beautiful riverfront parks and plazas that are a strong visitor attraction, preserve the connections along the Universal City site essential to the rest of the 51-mile L.A. River trail system, provide important green breathing space in the heart of this congested area, connect pedestrians and bicyclists with the MTA subway and a regional system of trails, and provide urban and stormwater runoff treatment areas to provide natural filtration and cleaning to improve water quality in the Los Angeles River, ocean and beaches.

The RiverWalk Vision Plan preserves the critical bicycle and pedestrian trail connection along the L.A. River between Barham and Lankershim, connects the L.A. River Trail upstream from Lankershim and downstream from Barham, and provides a trail connection to Mt. Cahuenga, Griffith Park and the entire Santa Monica Mountains.

While the RiverWalk Vision Plan does not include architectural design of individual buildings, it presents building footprints, configurations and massing to demonstrate the feasibility of proposed developments at each site area. Pedestrian, vehicular and service access have been studied for each site. Residential, retail, office, studio, parking and other elements are presented in feasible plan and stacking arrangements consistent with their use and with such site constraints as parcel configuration and location of the MTA subway line. An integrated network of public spaces and linkages is presented. The building configurations provide the basis for a series of massing comparisons with the proposed Metro Universal development, illustrating the greatly reduced visual impact of the RiverWalk Vision Plan on surrounding communities.

Metro-Universal RiverWalk Vision: Detail of Elements

1) RiverWalk District West at Lankershim/Cahuenga
RiverWalk Office District

- **NBC Media Building on Metro Universal site adjacent to 101 freeway – Parcel C**
  - Three live audience stages, 600 seats, related office and production space
  - 315,000 square feet as in Metro Universal proposal
  - Direct subway access, new "NBC Square" plaza provides entry to venues.
  - Parking garage 5 stories below ground, 750 spaces
  - Automobile access for employees and visitors off Campo de Cahuenga Way
  - Production truck garage one level below ground, with access from Lankershim at northbound 101 Freeway exit
  - Signage opportunities appropriate to the community context and limited to areas non-distracting to motorists and not visible from residences

- **RiverWalk Office District at Lankershim – Universal City**
  - RiverWalk Park West along L.A. River – 1.82 acres; relocate Technicolor buildings
  - Office building connected to RiverWalk Park, 5-8 stories, 345,000 square feet
  - Parking garage for 500 cars below ground
  - Parking access off Lankershim/James Stewart Drive

- **RiverWalk Park West at Lankershim/Cahuenga**
  - Pedestrian walkways and trails
  - Connections to L.A. River Trail, public and office-serving plaza
  - Pedestrian and bicycle connection under Lankershim
  - Greening of county easements west of Lankershim on both sides of L.A. River
  - Natural water quality treatment of runoff, possible storage and re-use
  - Water features
  - Children's play area
  - Outdoor eating and sitting areas
  - Pedestrian promenade and walkways

- **Mixed-Use Residential/Retail & Restaurants adjacent to MTA subway and Campo de Cahuenga Historic Plaza**
  - 425 units, 4-8 stories, apartments: studio,1 and 2 bedroom units
  - 15% affordable housing
  - Retail & restaurants on ground floor of residential complex, 15,000 square feet
  - Shaded colonnade with 30' wide sidewalk to accommodate outdoor dining.
  - Parking garage below ground, 1,390 spaces for residential
  - Automobile access off Lankershim

- **Office Building, Parking Garage, MTA Buses on Metro Universal Site – Parcel B**
  - 8 stories total
  - 3 stories office on top
  - Ground level is MTA bus turn-around and layover, with access from Campo de Cahuenga Way
  - 4 stories below ground parking for MTA, retail, 875 spaces
  - 4 stories above ground parking for office, retail, MTA, Campo de Cahuenga Historic Site & Plaza, 670 spaces
  - Automobile and Service access from Campo de Cahuenga Way

- **Retail, Restaurants & Cafés – Parcel B**
  - 10,000 square feet on ground floor
  - Part of paseo and pedestrian orientation around Campo de Cahuenga Historic Site & Plaza

- **Retail, Restaurants & Cafés – Parcel A**
  - 15,000 square feet
  - Facing Lankershim, incorporated into shaded colonnade pedestrian walkway and promenade

- **Campo de Cahuenga Historic Plaza**
  - Security perimeter fencing
  - Landscaping and pedestrian walkways and interpretive signage
  - Parking underground (see above)
  - Access to site for public events

- **Pedestrian Walkways and Connections between MTA shuttle, Metro Universal site, RiverWalk Office District & RiverWalk Park West, L.A. River, Weddington Park**
  - ADA accessibility
  - Includes pedestrian tunnel or bridge crossing from MTA subway as proposed by Metro Universal Project

- **MTA Subway Shuttle**
  - Shuttle stops connecting MTA subway to Universal CityWalk, RiverWalk Districts West and East, NBC media center, hotel, office, and residential

2) RiverWalk District East at Barham/Forest Lawn
RiverWalk Park, Plaza and Hotel

- **RiverWalk Plaza**
  - Open-air plaza connected to L.A. RiverWalk park, terraces and hotel, seven acres
  - 30,000 square feet, one-story retail, cafés, and restaurants frame the plaza
  - Linear river-themed water features connect to park; part of water quality improvement system
  - Interpretive and trailhead pavilion and visitor center connecting to L.A. RiverWalk Park, river overlook and terraces, trails, hotel, MTA subway shuttle system
  - Bicycle staging area, bicycle rentals, lockers, storage changing area
  - Pedestrian Promenade
  - Outdoor public event space and gathering areas
  - Access off Forest Lawn Drive and Barham

- **RiverWalk Park East: L.A. River Natural Park, River Overlook and Terrace**
  - L.A. River-oriented park and open space with strong natural elements
  - Created stream through site, connected to plaza and part of water quality improvement system
  - River Overlook & Terrace along river bank and edge and extending over the river
  - Rubber dam retains low-flow water in river; provide boating opportunities
  - Pedestrian and bicycle connection under Barham, to New Road and Forest Lawn
  - Natural water quality treatment of runoff, possible storage and re-use
  - Outdoor eating and sitting areas
  - Access off Forest Lawn and New Road off Barham

- **Pedestrian Walkways, Bicycle Trails, Connections**
  - Promenades and walkways to river overlooks, river terrace and hotel
  - Connections to L.A. River bicycle and pedestrian trails; seating areas
  - ADA accessibility
  - Bicycle trail connects to trails on Forest Lawn and New Road

- **L.A. River-oriented Hotel**
  - 300 room resort and conference hotel, 7 stories, terraced
  - Rooms face L.A. River natural park, river terrace, natural riverfront park
  - Restaurant terrace overlooks riverfront park
  - Connections via pedestrian walkways to RiverWalk plaza, park, river overlook and terrace, L.A. River Trail
  - Access off New Road at Barham

- **New Road connecting Barham to 101 Freeway via Universal Studios Boulevard**
  - Alignment to be determined

- **MTA Subway Shuttle**
  - Shuttle stops connecting MTA subway to Universal CityWalk, RiverWalk Districts West and East, NBC media center, hotel, office, and residential

- **Residential**
  - 200 units at New Road across from RiverWalk Plaza and Park, 4-8 stories
  - 15% affordable housing

- **Potential residential (400 units) and/or production space along New Road**
  - Land use to be determined upon release of Universal City Vision Draft EIR

Summary of Key Impacts and Legal Concerns

The list below summarizes the many legal problems posed by the Metro Universal proposal.
See Appendix B for a complete list of the impacts and legal concerns addressed in the detailed legal analysis submitted by Communities United for Smart Growth as part of their comments to the Draft Environmental Impact Report (DEIR) on the Metro Universal Development. The many legal problems posed by the Metro Universal proposal include:

- The Metro Universal proposal is part of a greater, Universal Project
- The DEIR understates or denies many adverse environmental impacts, including:
  - The Metro Universal proposal would generate a tremendous amount of traffic, air pollution, and greenhouse gases
  - The Metro Universal proposal is incompatible with the historic Campo de Cahuenga
  - The Metro Universal proposal would have adverse noise, aesthetic, and lighting impacts on South Weddington Park, and on the Lofts and Island communities
  - The Metro Universal proposal would have adverse impacts on Valley views from all hillside homes
  - Signage in the Metro Universal proposal would create a safety hazard for drivers, be an aesthetic blight, and result in a violation of the Outdoor Advertising Act
  - The Metro Universal proposal would have significant water quality impacts, adversely impacting the Los Angeles River
  - The Metro Universal proposal would strain City services, including fire, police, library, parks and recreation, and utilities
  - The DEIR does not analyze and accept many feasible mitigation measures that would reduce impacts by reducing the scale of the proposal and incorporating a requirement for LEED platinum certification and other indicia of sustainable development
  - The DEIR does not evaluate a reasonable range of alternatives

RiverWalk Vision Plan:
Key Impacts Less than Metro Universal and Universal City Vision Proposed Developments

Relocating NBC Media Center from Parcel A to Parcel C

The relocation of the NBC Media Center from Parcel A to Parcel C in the RiverWalk Vision Plan significantly reduces traffic, visual and aesthetic impacts, and provides many important benefits, while providing greater visibility for the Media Center from the 101 freeway. The Parcel C location places this important media center and visitor/tourist attraction immediately adjacent to the MTA subway, so visitors can easily access this destination without using cars. Studio venues would be oriented towards a new plaza, which might be named "NBC Square" and would become a destination in itself as well as a main public entry. The Parcel C location would further reduce traffic impacts on Lankershim by placing automobile ingress and egress off Campo de Cahuenga Way, which could be re-designed to provide a direct ramp system into this building and would connect to the 101 freeway. This would avoid impacts to the Islands community from service and media vehicles, which would enter from Lankershim at the northbound off-ramp from the 101 Freeway. This location also minimizes the visual impacts on surrounding residents. Signage would be appropriate to the surrounding community context and would be limited to areas non-distracting to motorists and not visible from residences.

Campo de Cahuenga Historic Site & Plaza

The RiverWalk Vision Plan celebrates and integrates this important national and state historic site into the development proposed for the Metro Universal site by creating a Campo de Cahuenga Plaza, integrating the historic building into the public plaza connecting the NBC Media Center, retail, restaurants, cafés and the RiverWalk Office District. Pedestrian walkways would connect the Campo de Cahuenga to the L.A. River park and trail system. Surface parking would be moved underground, the plaza appropriately landscaped, and space would be available for public events.

Relocating Residential to Metro Universal site from Universal City site

The RiverWalk Vision Plan locates 425 residential units on the Metro Universal site, rather than on the Universal City site. This places residential development adjacent to the MTA subway, providing immediate access to public transit, which is consistent with Smart Growth and Transit Oriented Development principles. This would significantly lessen trip generation and related traffic impacts. It also would prevent destruction of oak-covered hillsides on the Universal City site, and would preclude the extremely high levels of erosion, construction-related runoff, view impairments and other impacts that the hillside residential proposed by the Universal City Vision Plan would create. This land use on Parcel A moves the NBC Media Center service vehicle impacts completely off Bluffside.

Reduction of Residential at Universal City Site

The RiverWalk Vision Plan locates 200 residential units on the Universal City site adjacent to the New Road off Barham, and close to the new retail and RiverWalk Plaza. An additional potential 400 residential units could be located along the New Road, or this area could be used for production. The RiverWalk Vision includes a total of 1,025 residential units for both the Metro Universal and Universal City sites, which is much more proportional to the scale of the surrounding residential areas, and would cause far less traffic, air pollution, visual and other congestion impacts than the up to 3,400 units proposed by these developments.

Relocating Office and Height Reduction to the Universal City Site

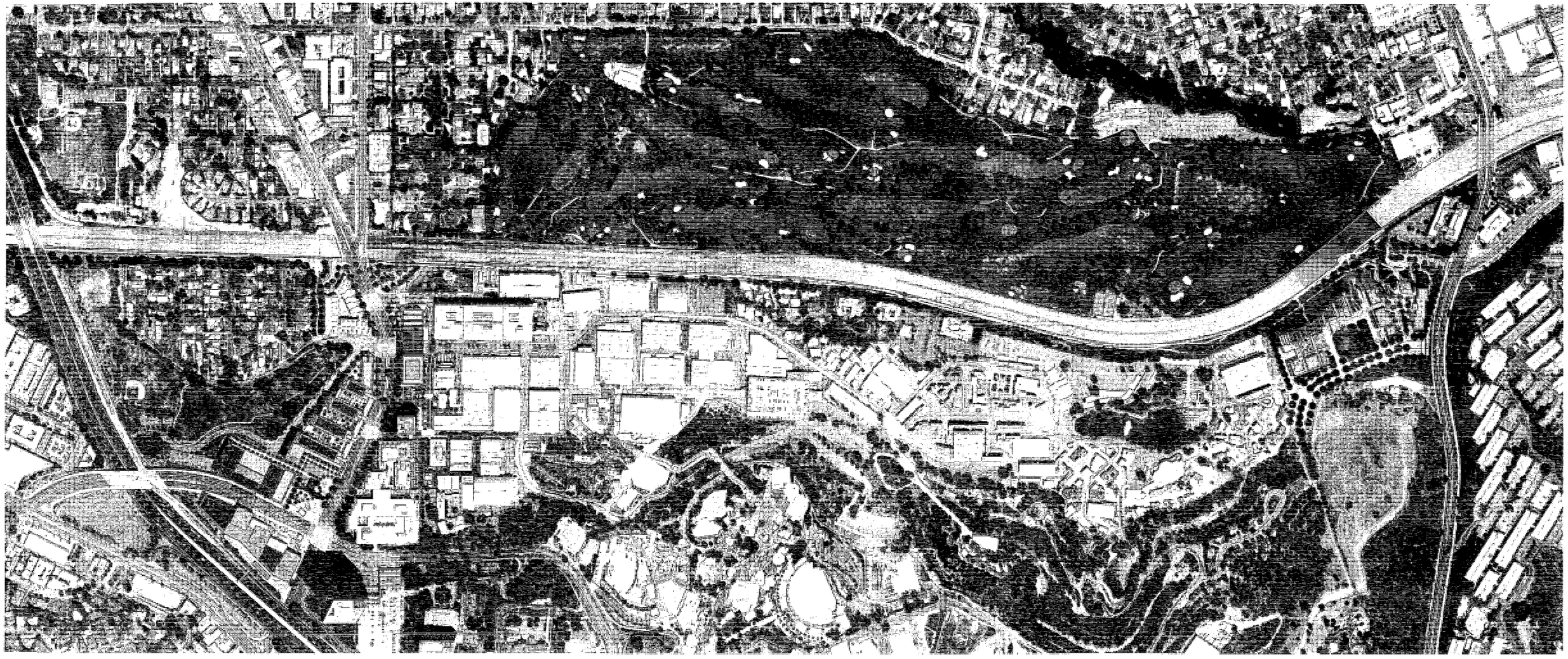
The re-location of the primary office tower to the east side of Lankershim on the Universal City site is far more consistent with existing land uses and building heights on the east side of Lankershim. This location significantly reduces the massing, shadow and other visual impacts that the Metro Universal office proposal would create on the Campo de Cahuenga, Weddington Park, and the Lofts and Island residential developments. It also provides an L.A. Riverfront orientation, consistent with the L.A. City L.A. River Revitalization Master Plan.

Creation of a New Road linking Barham to Universal Terrace Drive

The New Road envisioned in the RiverWalk Vision Plan would provide critical traffic relief on Lankershim and Barham from traffic impacts of both projects. This would be especially important to mitigate traffic impacts from the Metro Universal project on Lankershim. The New Road would be a freeway connection alternative, and would connect via re-design of Universal Terrace Drive into the 101 freeway.

Protection of South Weddington Park

The RiverWalk Vision fully protects and enhances South Weddington Park. The Park would not need to be reconfigured, and there would be no media or other service vehicles on Bluffside Drive. The Park could be connected via pedestrian walkways to the L.A. River Park West.



Metro-Universal RiverWalk Vision Plan

Illustrative Site Plan: RiverWalk District

NORTH

0' 25' 50' 100'

Communities United for Smart Growth

PLANNING TEAM

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

Illustrative Site Plan: RiverWalk West

NORTH

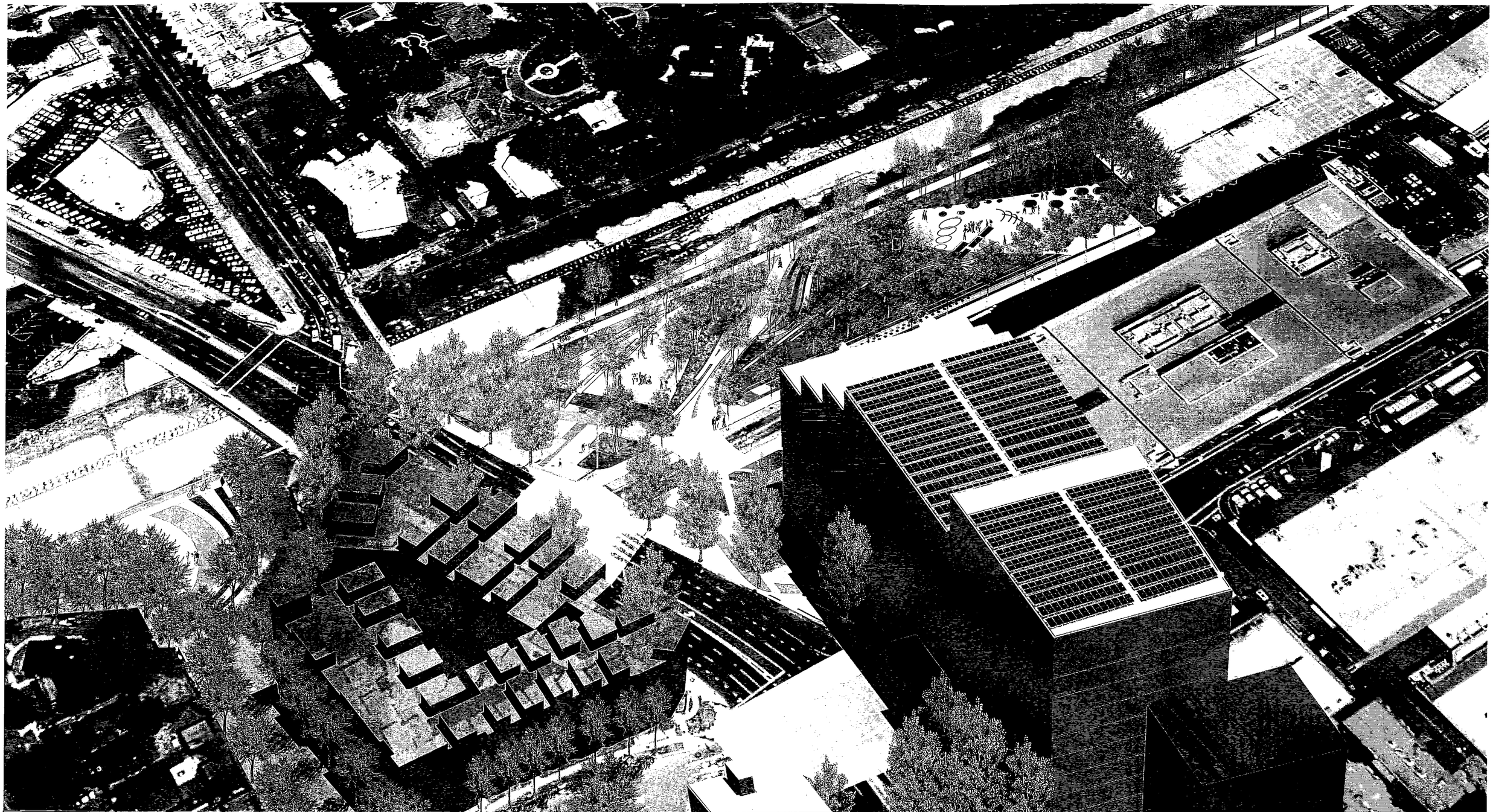
0' 25' 50' 100'

Communities United for Smart Growth

PLANNING TEAM

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH



Metro-Universal RiverWalk Vision Plan

RiverWalk Disrtrict West at Lankershim: RiverWalk Office District

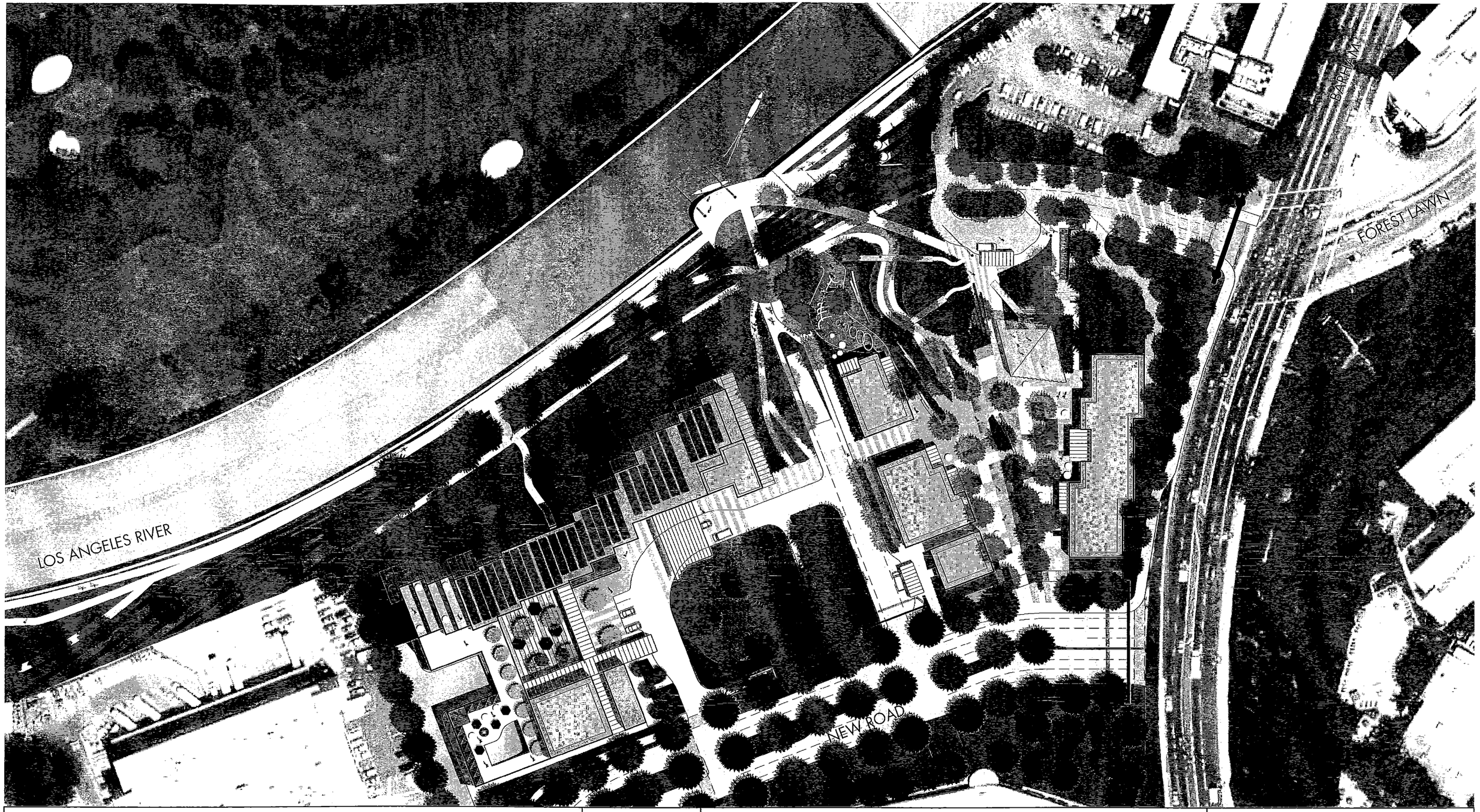
NORTH

Communities United for Smart Growth

PLANNING TEAM:

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH



Metro-Universal RiverWalk Vision Plan

Illustrative Site Plan: RiverWalk East

NORTH

0' 25' 50' 100'

Communities United for Smart Growth

PLANNING TEAM:

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

RiverWalk Disrtrict East at Barham/Forest Lawn:
Riverwalk Park, Plaza, + Hotel

NORTH

0' 25' 50' 100'

Communities United for Smart Growth

PLANNING TEAM

Esther Feldman, Project Direction, Planning + Design
Arthur Golding and Associates, Architecture + Urban Design
Fletcher Studio, Landscape Architecture + Urban Design

COMMUNITIES UNITED FOR SMART GROWTH

Metro-Universal RiverWalk Vision Plan

Key Elements Land Use, Location, Size, Height and # Units

RiverWalk PLAN ELEMENT	Parcel	Size-total	Stories	Height	# Units	Notes	Access
NBC Media Center Building: production facilities & offices	C	315,000 sq ft	5	95' - 105'	600 seats	same as Metro's proposal: 3 studios for live audiences, related production space.	Dedicated ingress/egress from Campo de Cahuenga. Media and service vehicles from Lankershim
Retail, restaurants	A	15,000 sq ft	1			ground level below residential	Enter from Lankershim; service vehicles from Bluffside
Retail, restaurants	B	10,000 sq ft	1			Adjacent to historical park & plaza; connected to NBC & MTA parking garage	Enter from Campo de Cahuenga or from MTA
Office above parking garage	B	136,500	3	105'		3 floors office on top of parking garage. 45,500 square feet/floor. Height includes parapet.	
Office	L.A. River District	345,000	5-8	152'		Building is terraced; bridges James Stewart Ave. Height incl. mechanical & parapet	Enter from James Stewart
Residential	A	6 buildings	4 to 8	55' - 99'	425	Mix of studio, 1 & 2 bedroom. N wing: 55' high. Center: 99' high. Adj. to Campo: 44'	Enter Lankershim; service vehicles from Bluffside
PROPOSED for UNIVERSAL CITY SITE - EAST							
Residential	East portion of Universal site		2, 4 and 6	to 76'	200	mix of condo, apartment, townhouses. Located near bottom of slope.	From new North-South Road
Hotel	L.A. River District: near Forest Lawn		7	88'	300 rooms	L.A. River orientation	From new North/South Rd. and Barham/Forest Lawn
RiverWalk Plaza: retail/commercial associated with residential & hotel	L.A. River District: near Forest Lawn	30,000 sq ft	1			residential-serving commercial and retail; pedestrian and bike access from L.A. River	From new North/South Rd. and Barham/Forest Lawn
Potential Residential and/or production facilities	Universal City site, off New Road		up to 6	to 76'	400	land use to be determined upon release of Universal City Vision Plan Draft Environmental Impact Report	From new North/South Rd. and Barham/Forest Lawn

PARKING	Parcel	Size-total	Stories		# Parking Spaces	Notes	Access
Parking Garage for Media Center Building	C		5 below		750	under Media Center Building. 175/floor due to subway. Assumption: 2:1,000 of total sq ft and 120 for fixed seating	Dedicated ingress/egress from Campo de Cahuenga
Parking Garage for MTA (below-ground)	B		4 below, plus bus & layover at ground level		875	(175 spaces per floor) MTA parking; bus parking & layover on ground level	Dedicated ingress/egress from Campo de Cahuenga
Parking Garage for MTA & retail-(above-ground)	B		4 above-ground		670	4 levels above bus layover: 2 floors @ 185 spaces/floor; 2 floors @ 150 spaces/floor	Dedicated ingress/egress from Campo de Cahuenga
Parking Garage for residential	A		4 below		1,390	for residential (at 2:1) & retail.	Enter from Lankershim; services vehicles from Bluffside
Parking Garage for office	L.A. River District: near Lankershim		4 below		500	1 per 1,000. Pedestrian connection to MTA site; at-grade crossing across Lankershim. 1 floor - 50 spaces/floor; 3 floors -150 spaces/floor	Enter from Lankershim
Total Parking					4,185		

Metro-Universal RiverWalk Vision Plan

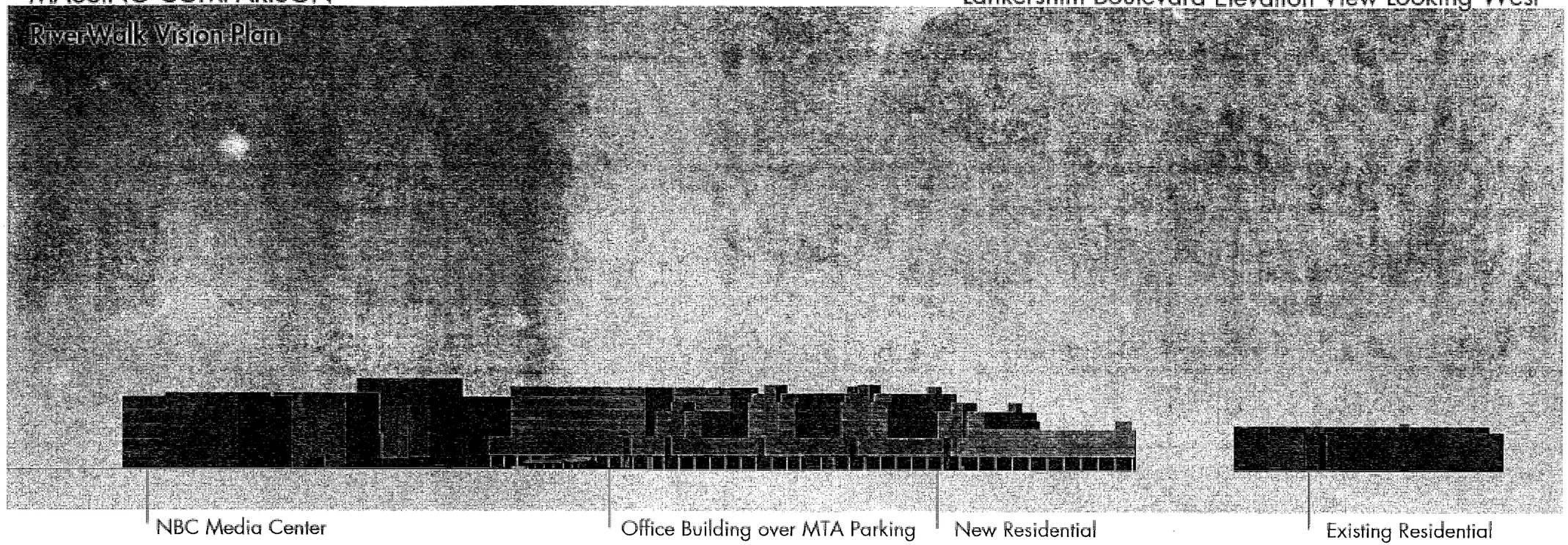
L.A. River, Parks, Trails, Green Building, Sustainability & Transportation Elements

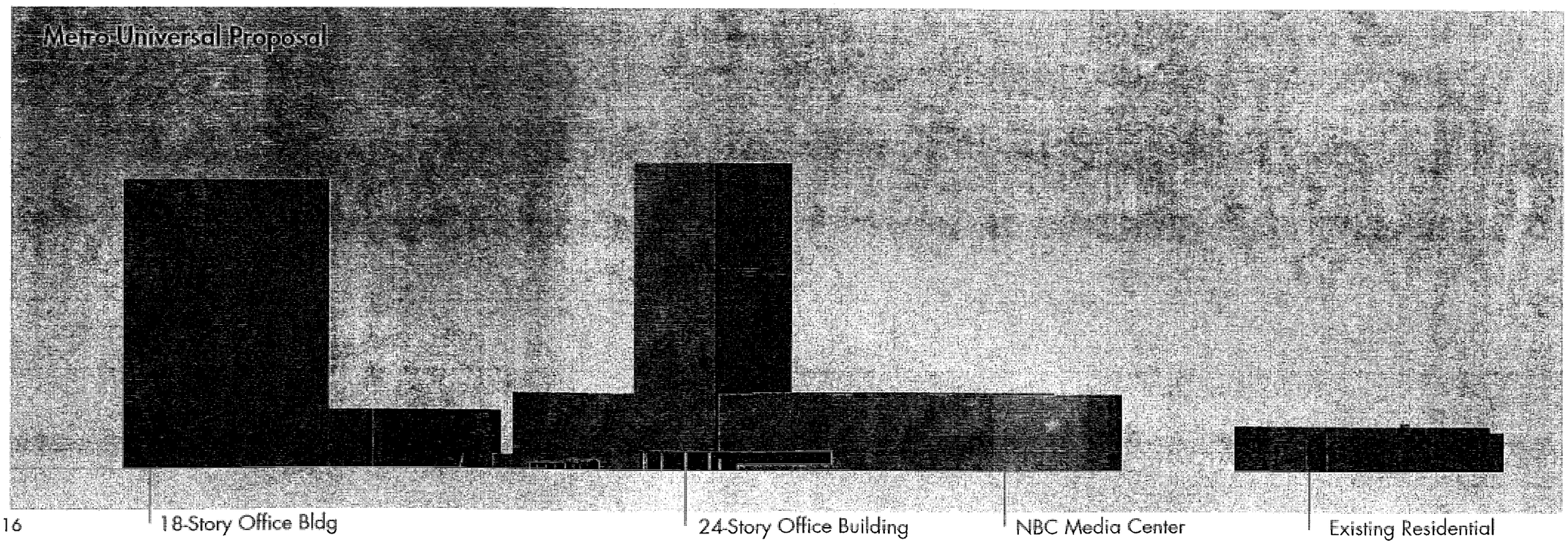
L.A. RIVER, RIVER PARK LAND, PARKS, PEDESTRIAN TRAILS & BICYCLE TRAILS	Location	Acres	Trail length (in feet)	Key Features
New L.A. RiverWalk Park - West	L.A. River at Lankershim/Cahuenga-Universal City	1.82	1,577	Connects to RiverWalk Office District, MTA, Campo de Cahuenga Historic Plaza via walkways
New L.A. RiverWalk Park - West	L.A. River at Lankershim-county easement	0.25	1,598	Connects to Weddington Park, trail under Lankershim, RiverWalk Office District
New L.A. RiverWalk Park, River Overlook & Plaza - East	L.A. River at Forest Lawn, near Barham-Universal City	7.00		RiverWalk entrance, River terrace overlook, rubber dam, boating, RiverWalk Retail Plaza, Bicycle Staging, Visitor Center, Hotel, MTA subway shuttle system
Campo de Cahuenga Historic Plaza	existing	0.32		Preserve & celebrate historic site, underground parking, MTA subway access, landscaping, secure perimeter, integrate into visitor-serving uses & walkways
L.A. RiverWalk Bicycle Trails	along L.A. River, from Lankershim to Barham, around RiverWalk Plaza		9,240	Main staging area, bike rental, lockers at RiverWalk Plaza, at Forest Lawn. L.A. River trail connections under Lankershim & Barham. Regional river connections to all of L.A. River Trail, Tujunga & Pacoima Washes, Arroyo Seco
L.A. RiverWalk Pedestrian Trails	along L.A. River, from Lankershim to Barham, to and around RiverWalk Plaza		9,928	Separate walking trails along L.A. River trail, connecting under Lankershim & Barham, to hotel, RiverWalk Park & Plaza, in Office District Park
Pedestrian Walkways-Lankershim	between MTA Subway, NBC Media Center, Campo de Cahuenga Historic Plaza, RiverWalk office district & park		3,400	provide easy walking access between MTA, Media Center, RiverWalk office district, residential, River Park
Pedestrian Walkways-Barham/Forest Lawn	throughout RiverWalk Park, Plaza & hotel, connecting to L.A. River		1,100	River overlooks, walking paths connecting to retail plaza, restaurants, cafes, MTA shuttle stops, Visitor Center, boat and bicycle rental
Trail connection to Mt. Cahuenga, Lake Hollywood Reservoir, Griffith Park	from L.A. RiverWalk Park - East, RiverWalk Plaza, L.A. River Trail			
Weddington Parks bridge connection	across L.A. River		185	bridge to provide access to Tujunga and Pacoima Wash Trails
New L.A. River park	county easement, north bank L.A. River near N. Weddington Park	0.75		
TOTAL NEW PARK ACRES		10.14 acres		
TOTAL BICYCLE & PEDESTRIAN TRAILS, WALKWAYS		5.12 miles		

GREEN BUILDING & SUSTAINABILITY	Location			Notes
Water Quality: Runoff capture & treatment using natural processes & landscaping; recycling for irrigation; storage & re-use	L.A. RiverWalk Office District Park-West, at Lankershim			park areas use "Green" Best Management Practices (BMP) technologies and approaches throughout to maximize runoff catchment, filtration & cleaning to improve water quality in L.A. River
Water Quality: Runoff capture & treatment using natural processes & landscaping; recycling for irrigation; storage & re-use	L.A. RiverWalk Park-East, RiverWalk Plaza, Riverfront			park areas use "Green" Best Management Practices (BMP) technologies and appraaches throughout to maximize runoff catchment, filtration & cleaning to improve water quality in L.A. River
Water Quality: Runoff capture & treatment using natural processes & landscaping; recycling for irrigation; storage & re-use	new roads, road medians, paved areas			bioswales, pervious pavement, other "Green" Best Management Practices (BMP) technologies and approaches to maximize road runoff capture, filtration & cleaning to improve water quality in L.A. River
Green roofs & runoff capture	Lower roofs on office buildings, hotel, parking garage, residential at MTA, retail			Roofs and drainage system designed to capture runoff, connect to landscaping, cisterns, bioswales for filtration and natural treatment
Solar panels	Higher roofs on hotel, office buildings			
Use of recycled water in water features	L.A. RiverWalk Office District Park, RiverWalk Park, Plaza			Water features serve as part of water quality improvement elements: catchment, natural treatment, aeration, re-use
Native & drought-resistant landscaping	All areas			
Daylighting	Office, Media Center, Hotel, Retail, Residential			maximize use of natural daylight to minimize electrical needs
Natural ventilation	Residential, retail			use of natural air flow to reduce demand for air conditioning
Buildings LEED certified	Offices, Retail, Hotel, Residential			Goal of LEED platinum throughout

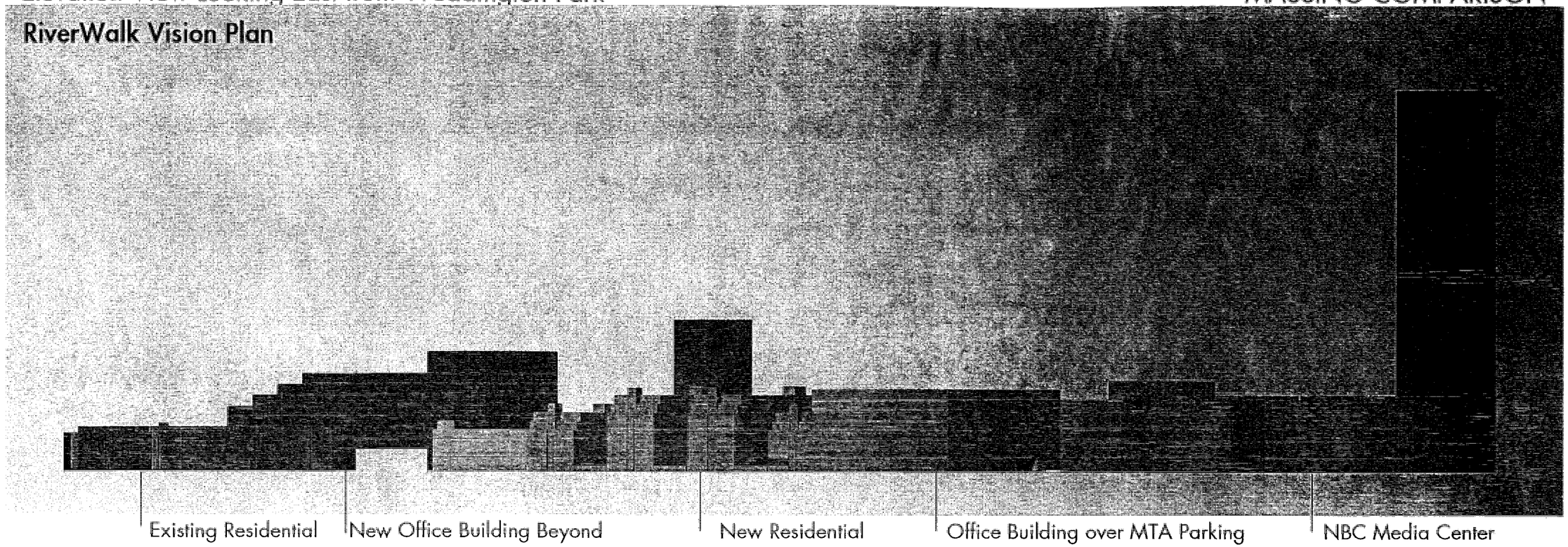
MASSING COMPARISON

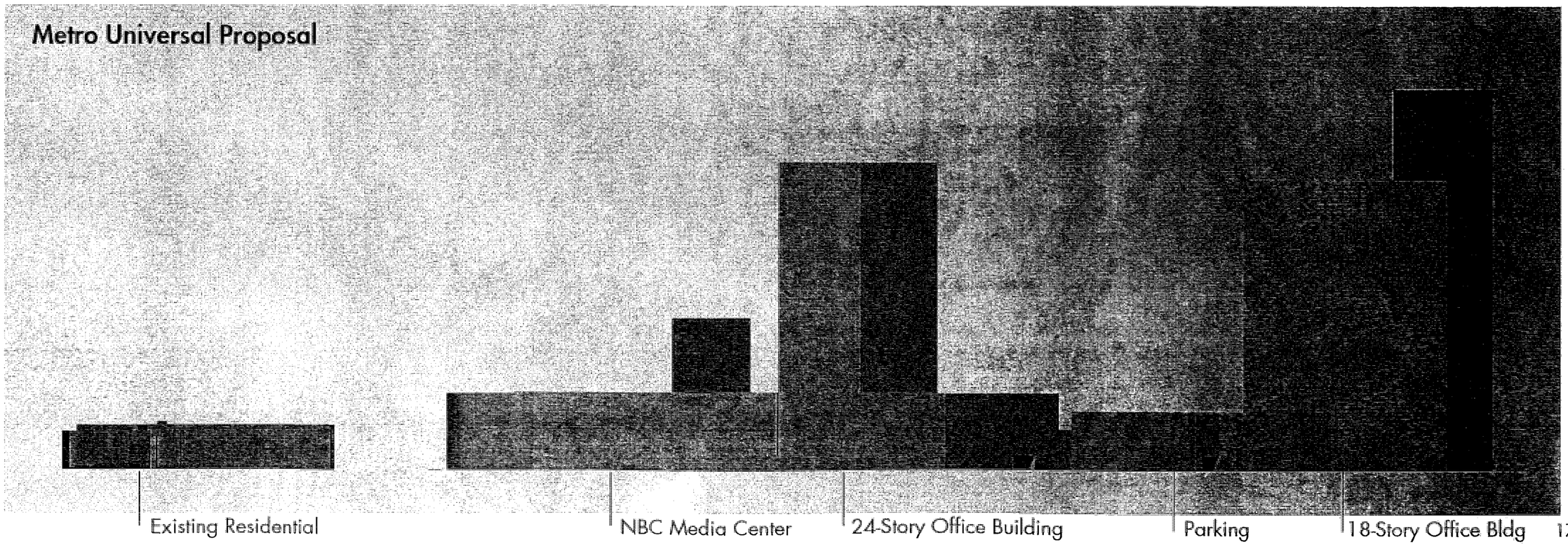
Lankershim Boulevard Elevation View Looking West





Elevation View Looking East from Weddington Park

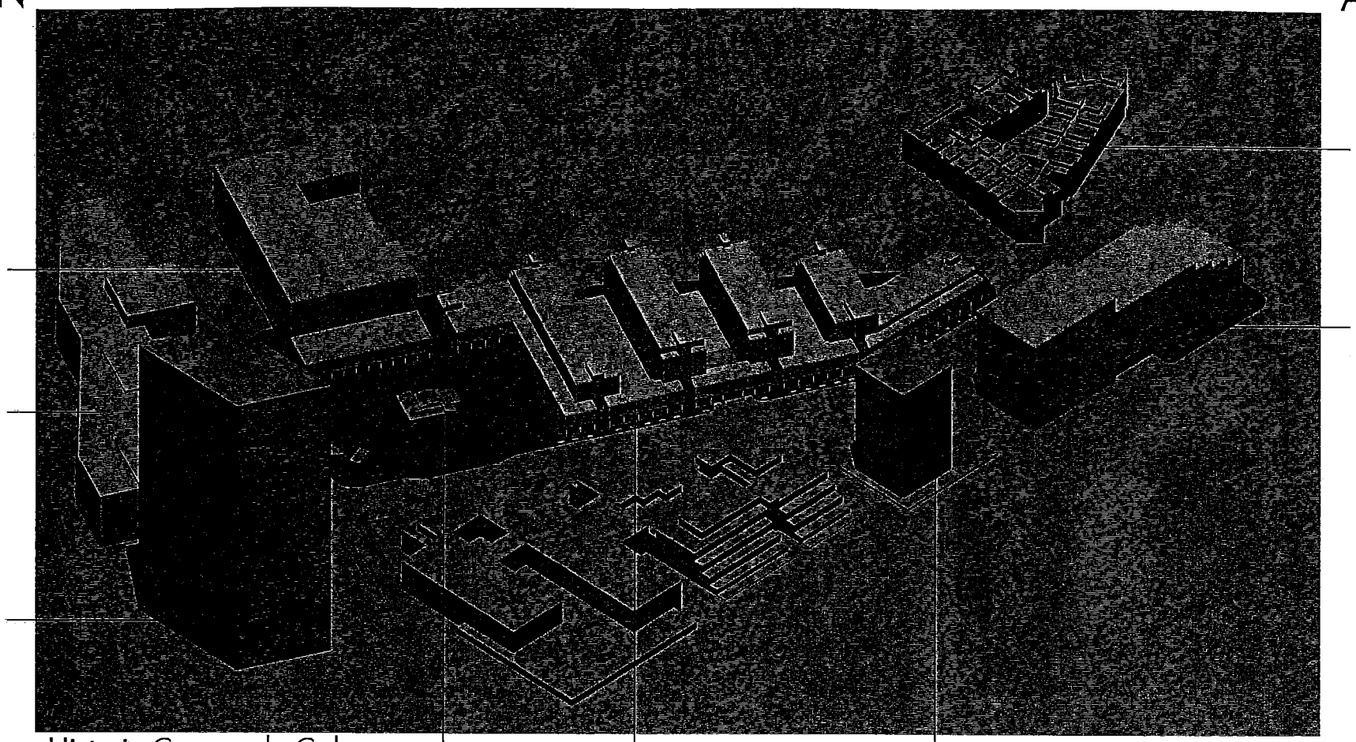




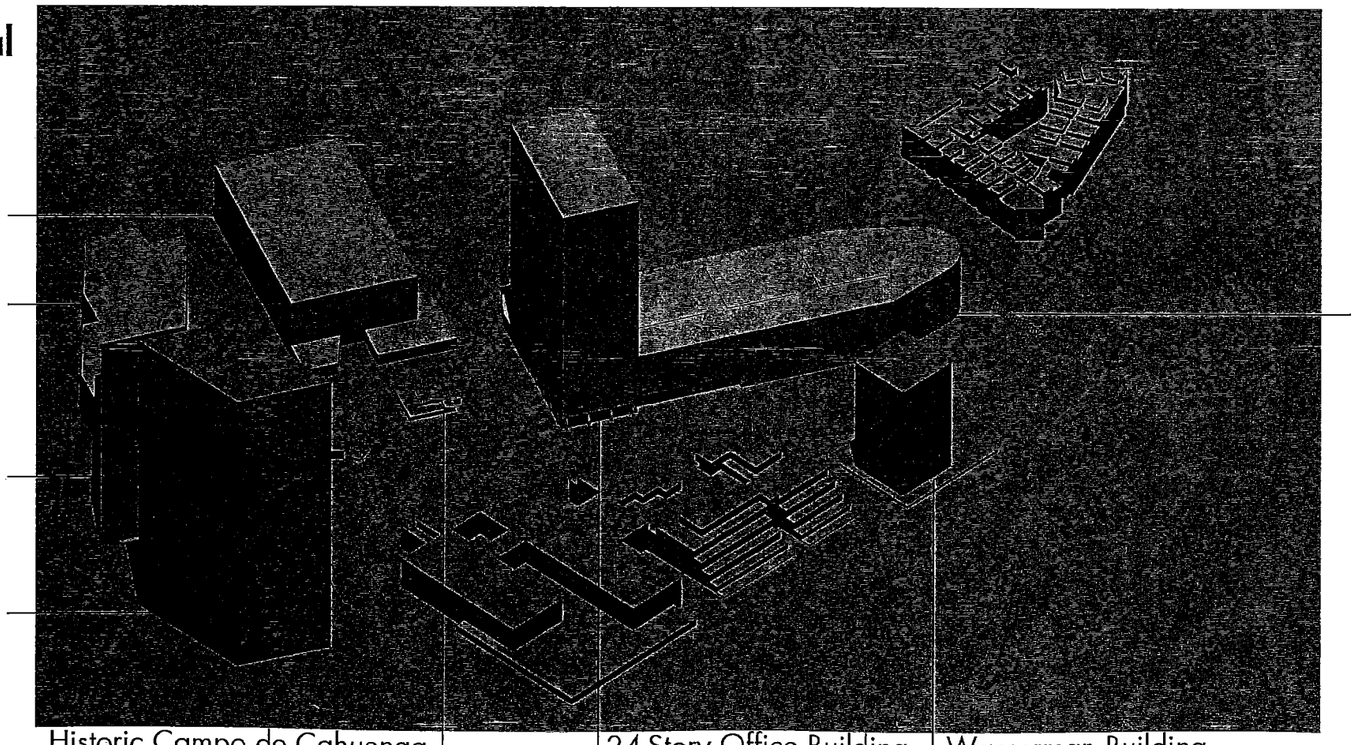
MASSING COMPARISON

RiverWalk Vision Plan

Aerial view from East



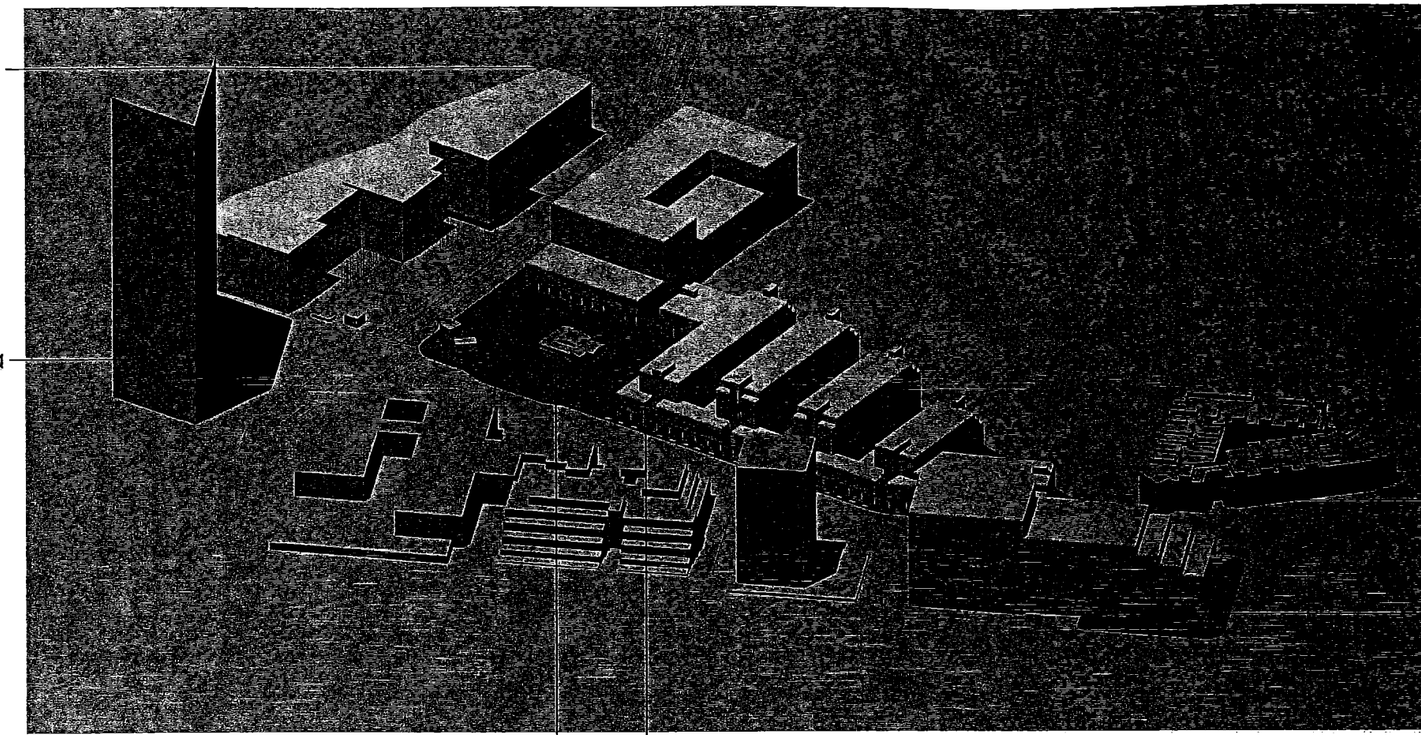
Metro Universal Proposal



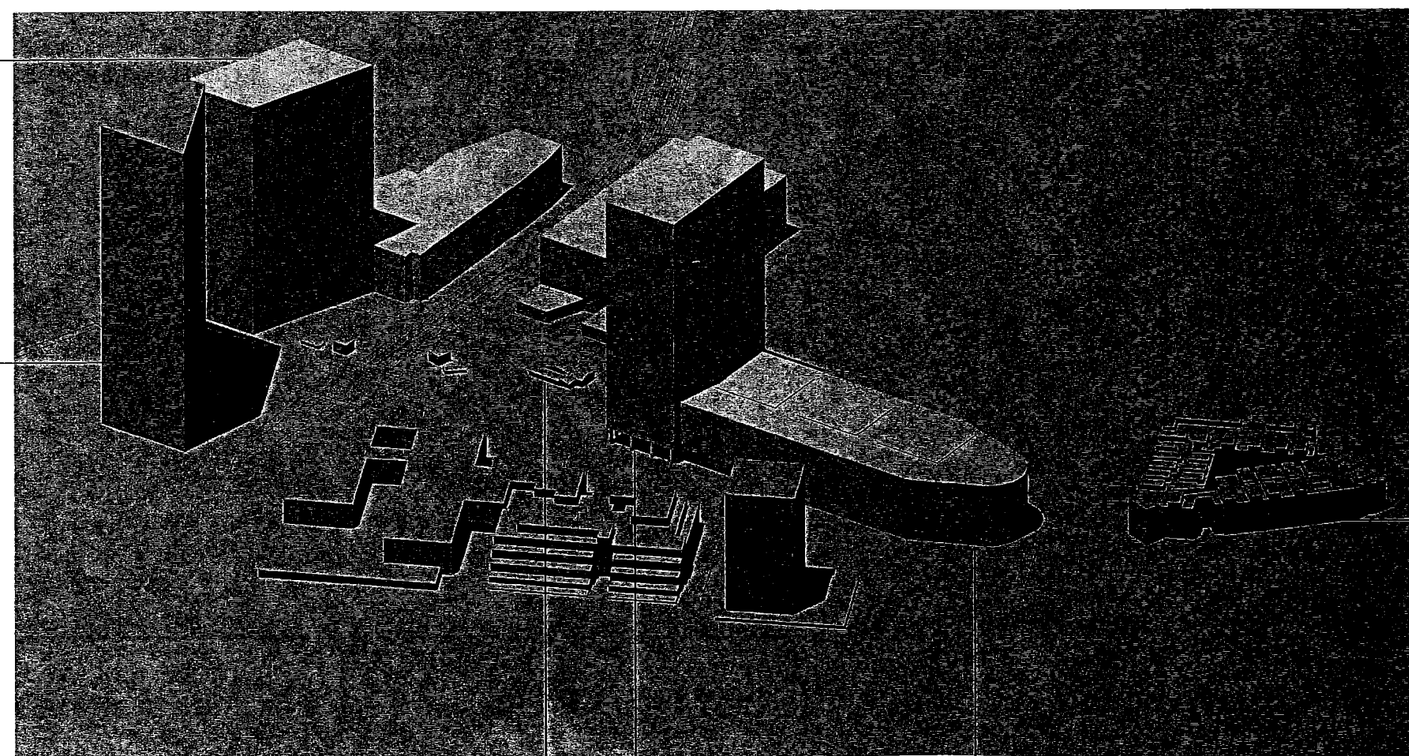
MASSING COMPARISON

RiverWalk Vision Plan

Aerial view from Northeast

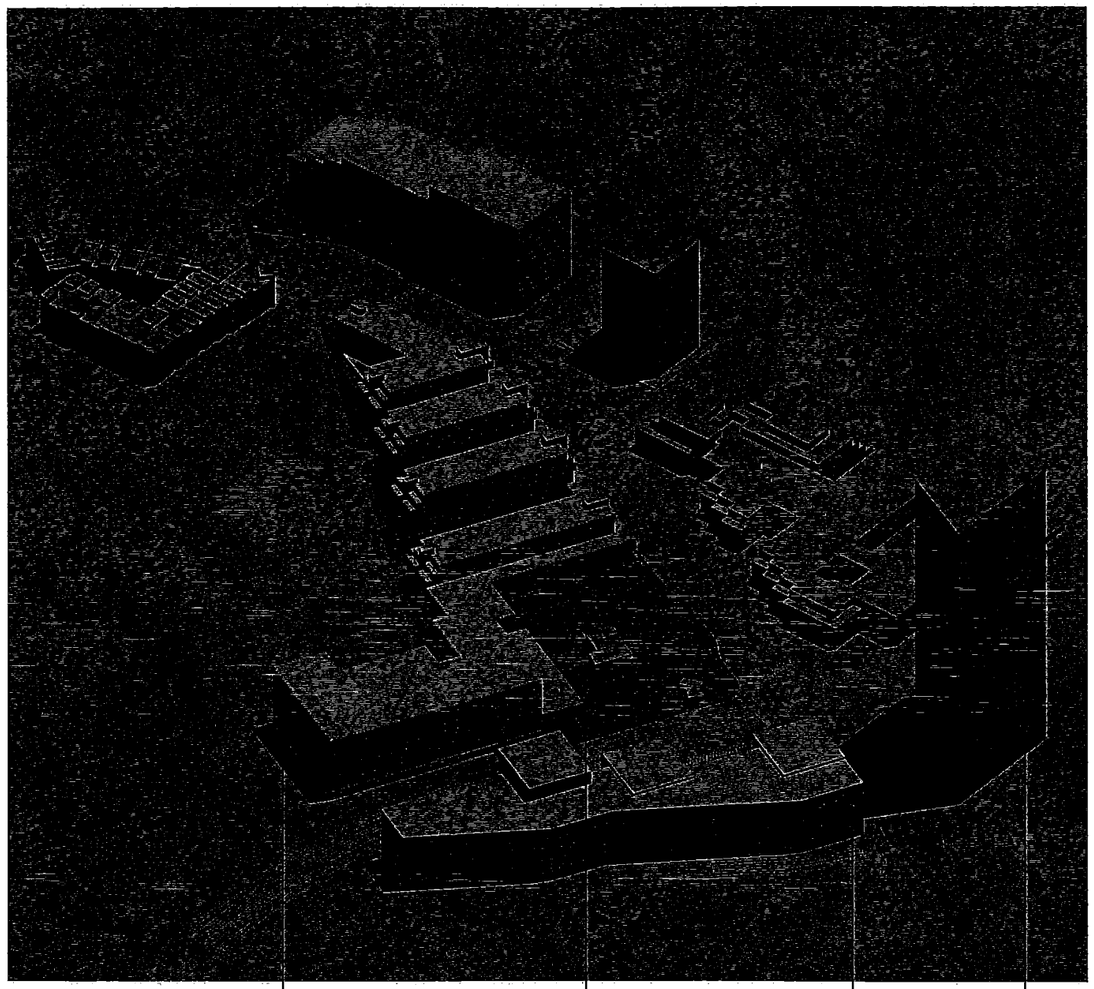


Metro Universal Proposal

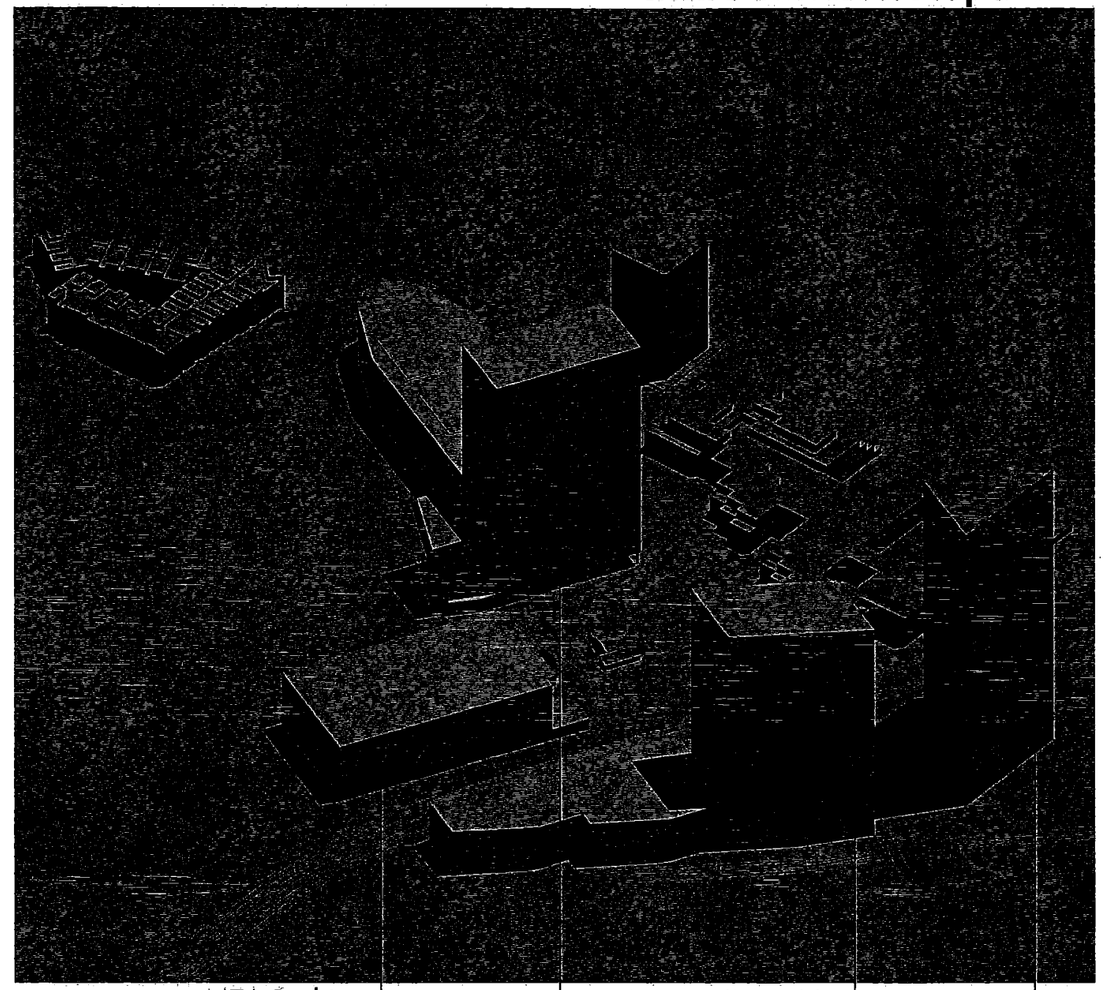


Aerial view from South

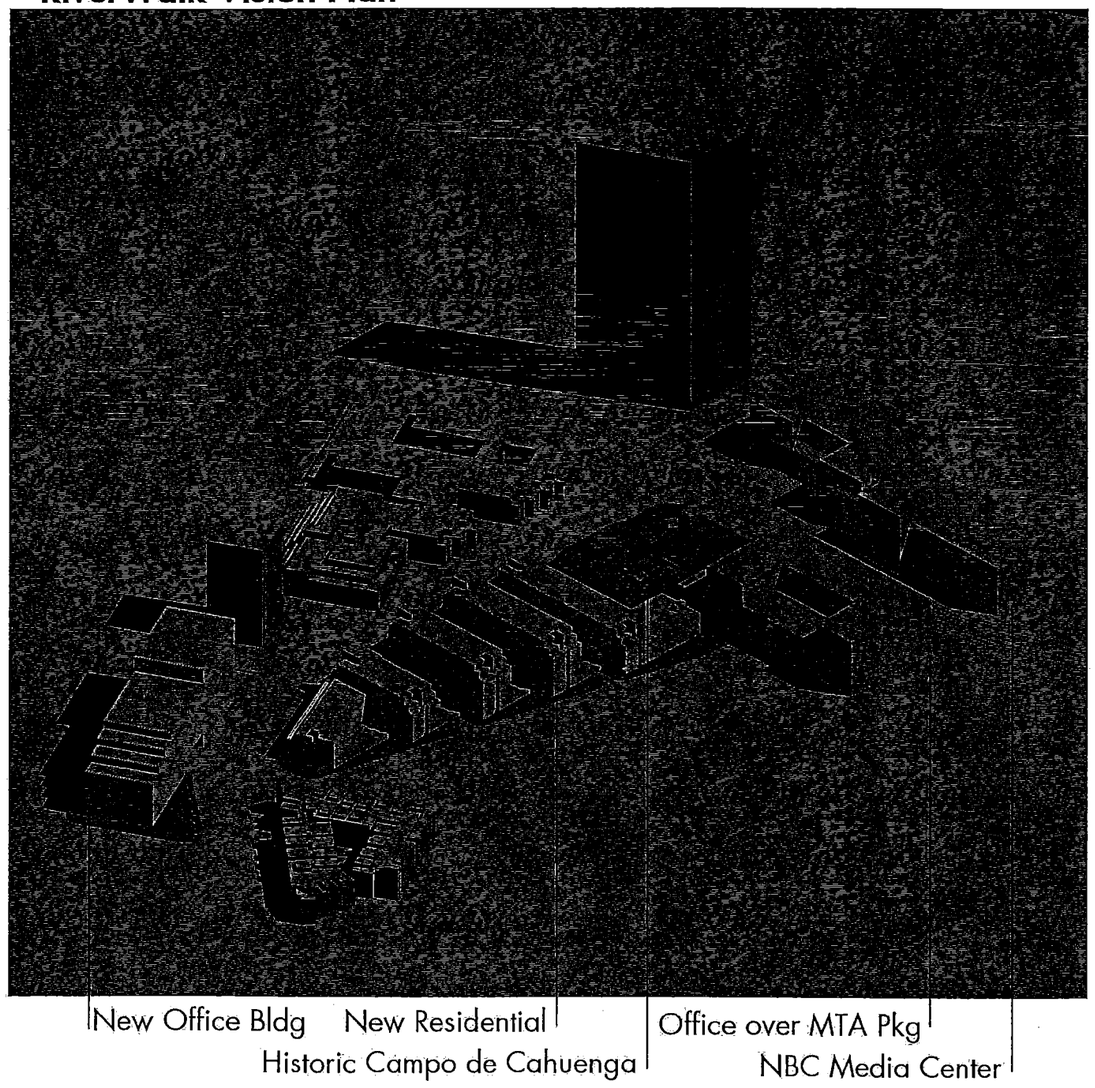
RiverWalk Vision Plan



Metro Universal Proposal

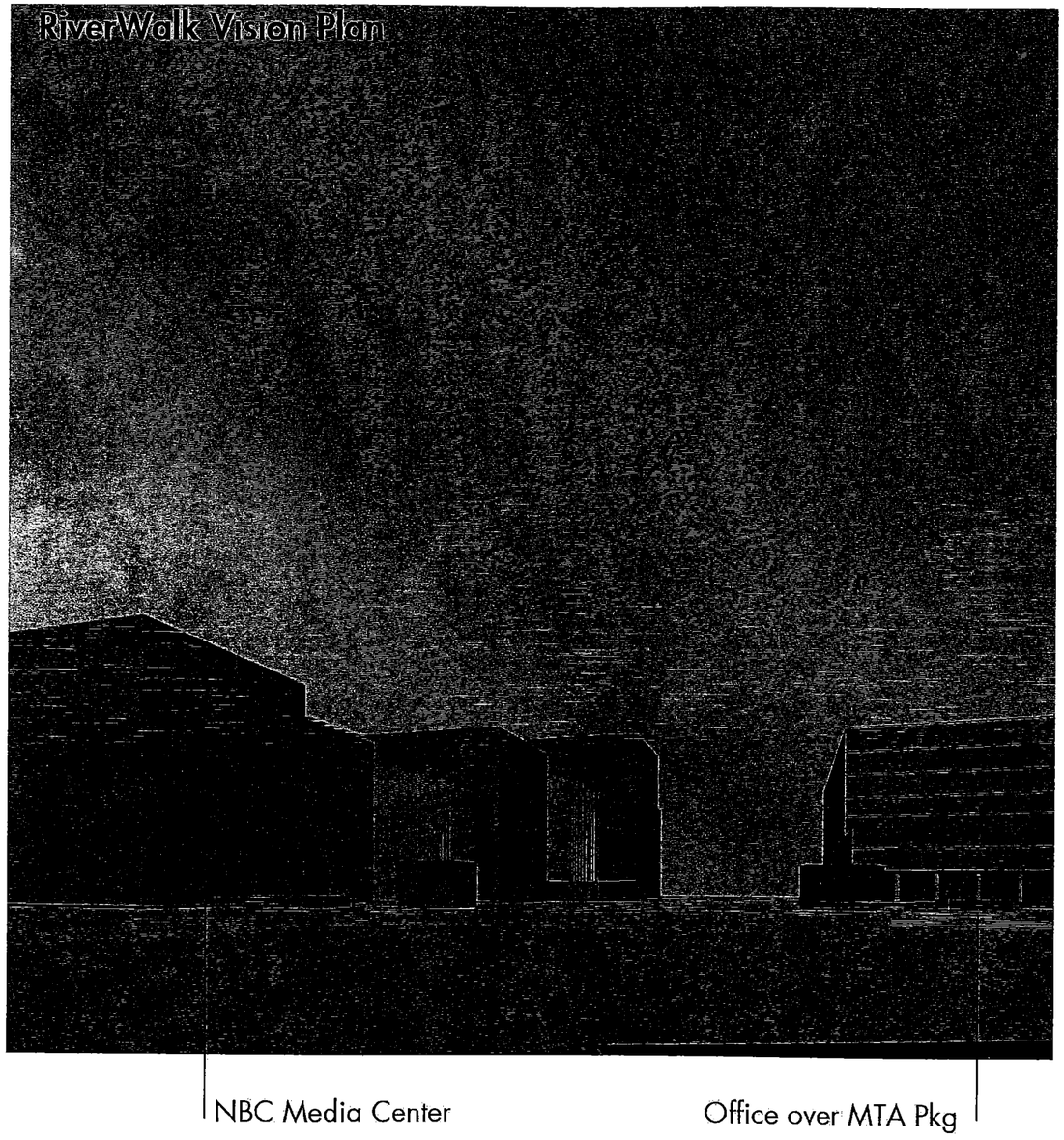


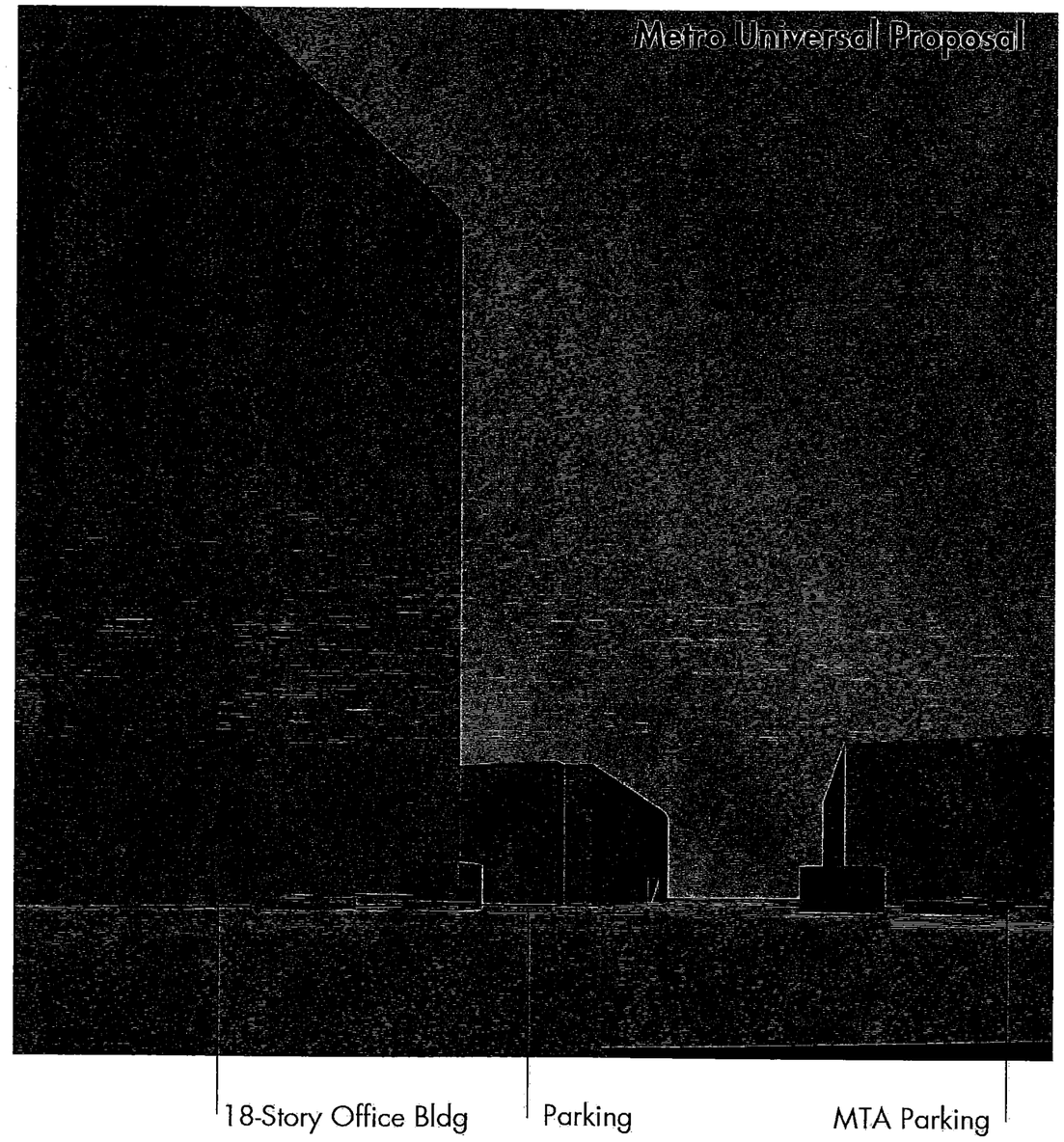
RiverWalk Vision Plan



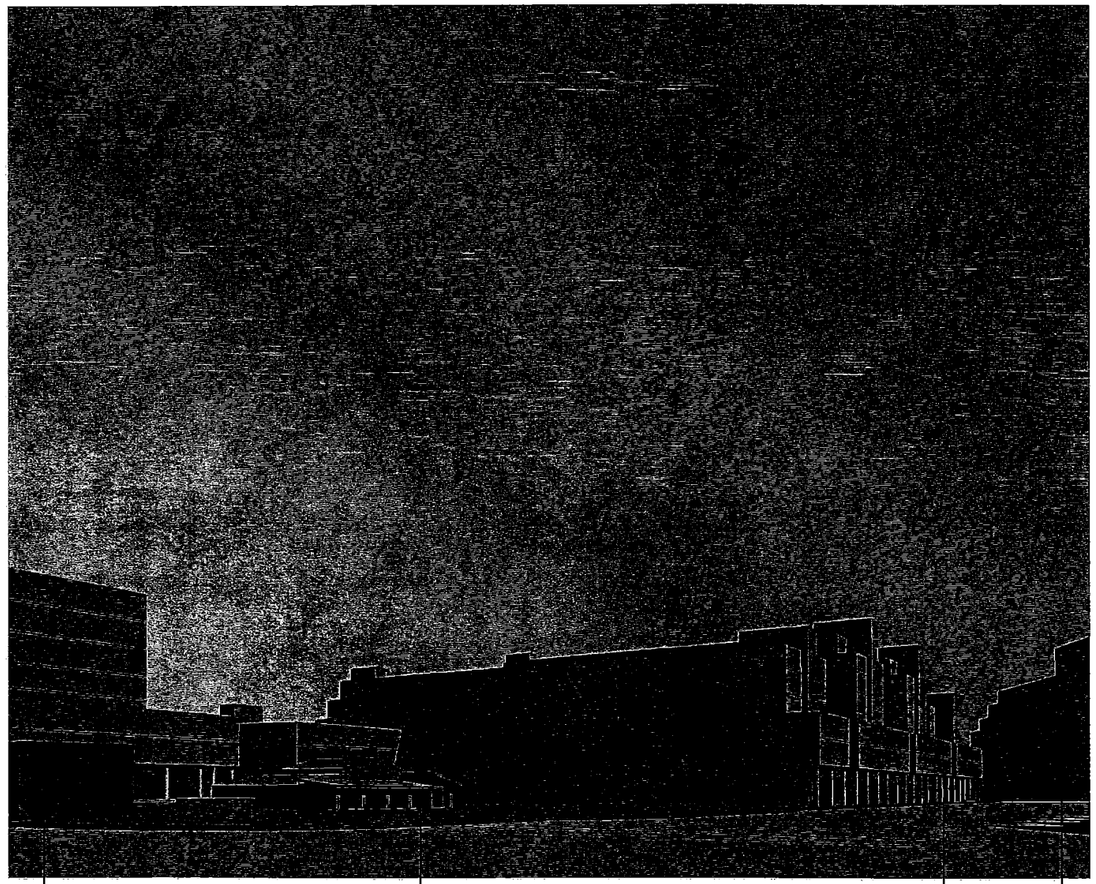
Metro Universal Proposal

Eye Level View from 10 UCP Looking West to Campo de Cahuenga Way





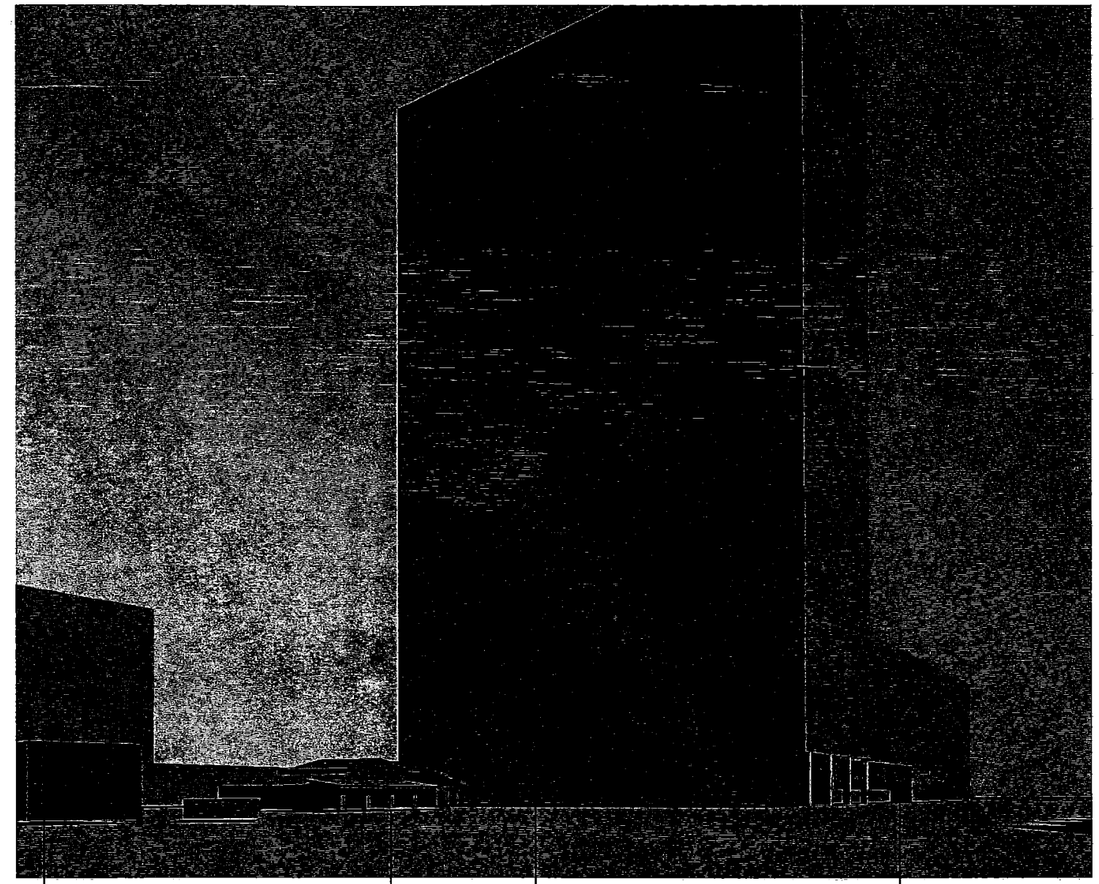
RiverWalk Vision Plan



Office over MTA Pkg
Historic Campo de Cahuenga

New Residential over Retail Colonnade
New Office Bldg Beyond

Metro Universal Proposal

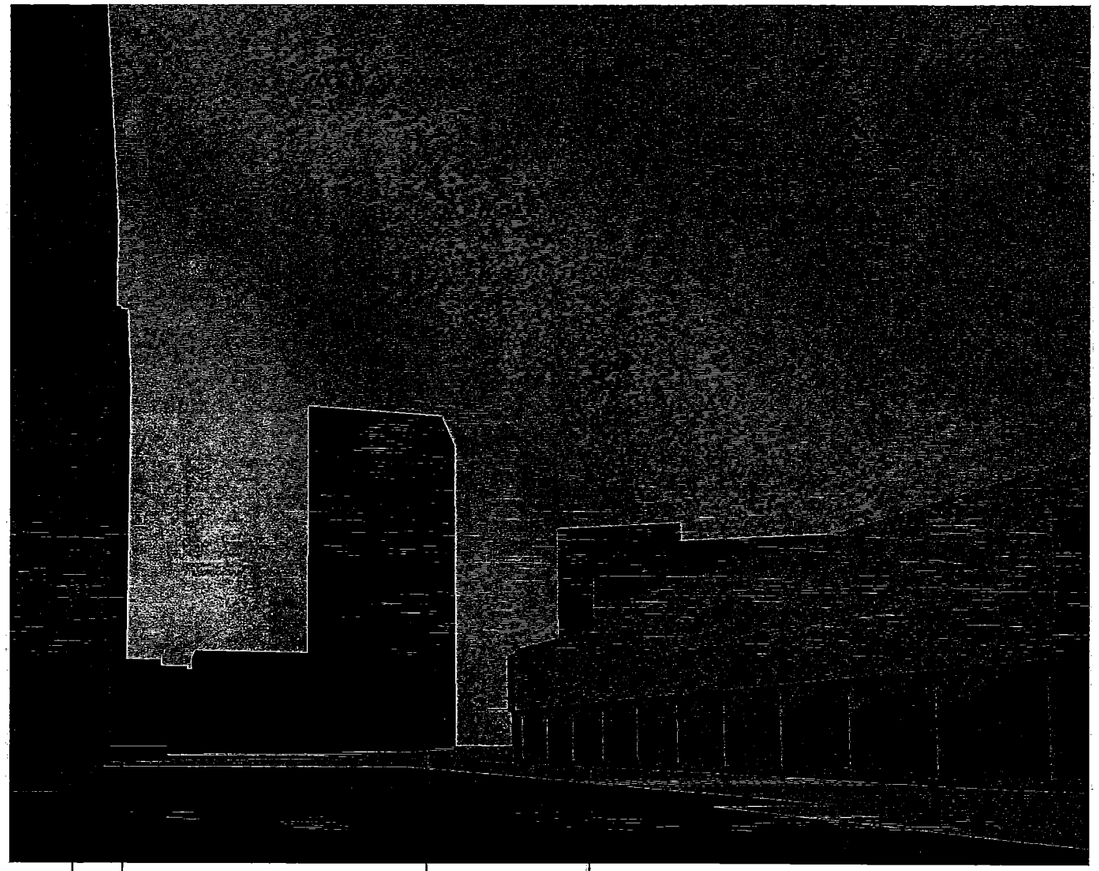


MTA Parking
Historic Campo de Cahuenga

24-Story Office Building
NBC Media Center

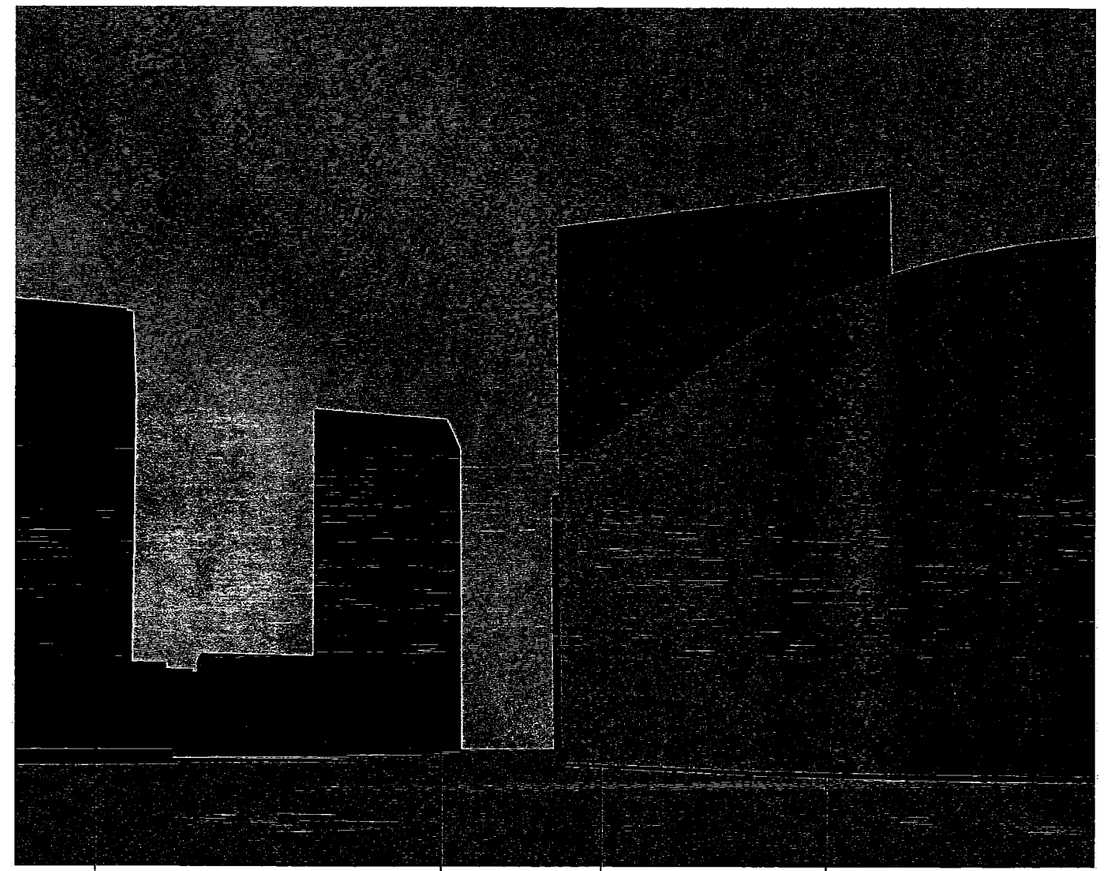
Eye Level View from James Stewart Ave Looking South on Lankershim

RiverWalk Vision Plan



Wasserman Bldg
New Office Bldg
10 Universal City Plaza
New Residential over Retail Colonnade

Metro Universal Proposal



Wasserman Bldg
10 Universal City Plaza
24-Story Office Building Beyond
NBC Media Center

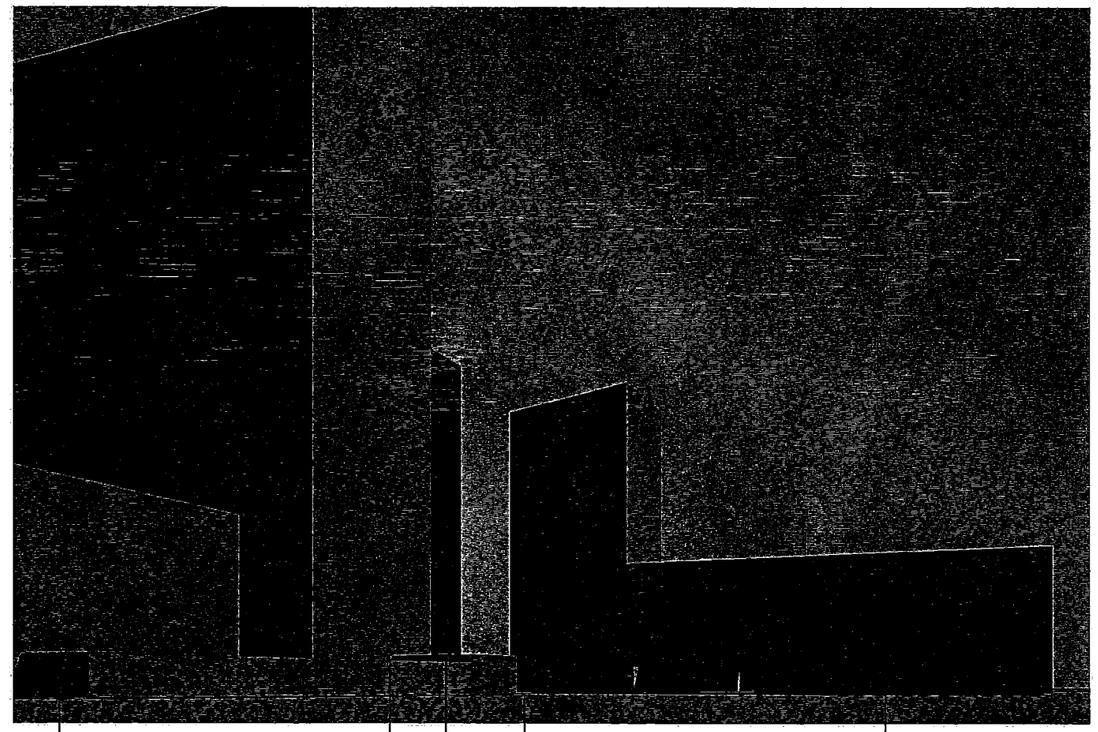
RiverWalk Vision Plan

New Residential

10 Universal City Plaza Beyond

Office over MTA Pkg

Metro Universal Proposal



24-Story Office Building
NBC Media Center

18-Story Office Bldg
10 Universal City Plaza Beyond

MTA Parking

Appendices

Appendix A

Regional River Connectivity Studies, by Mia Lehrer & Associates

L.A. River Connectivity Study: Sepulveda to Downtown

L.A. River Connectivity Study: Vineland to Barham

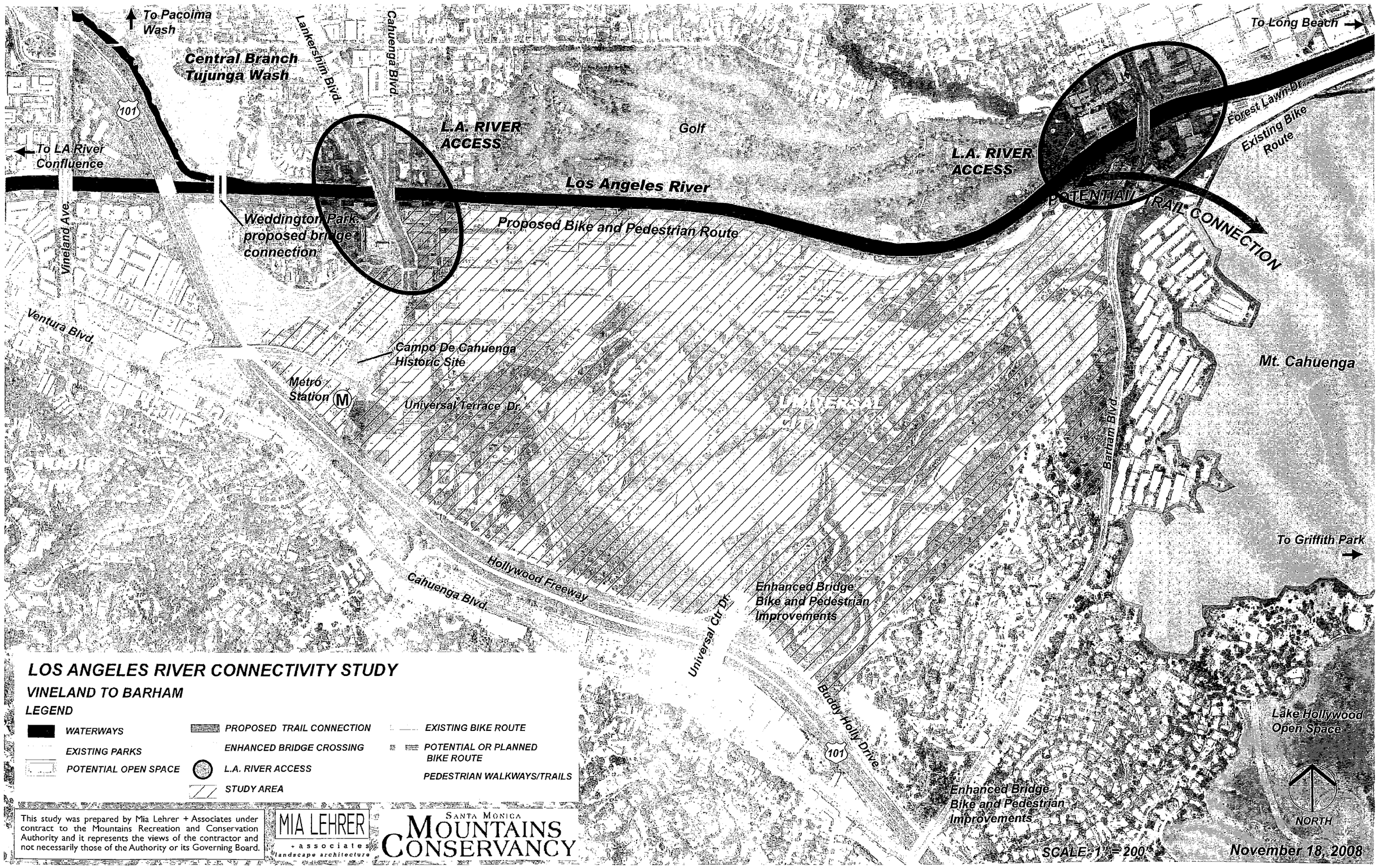
Montage Location Map

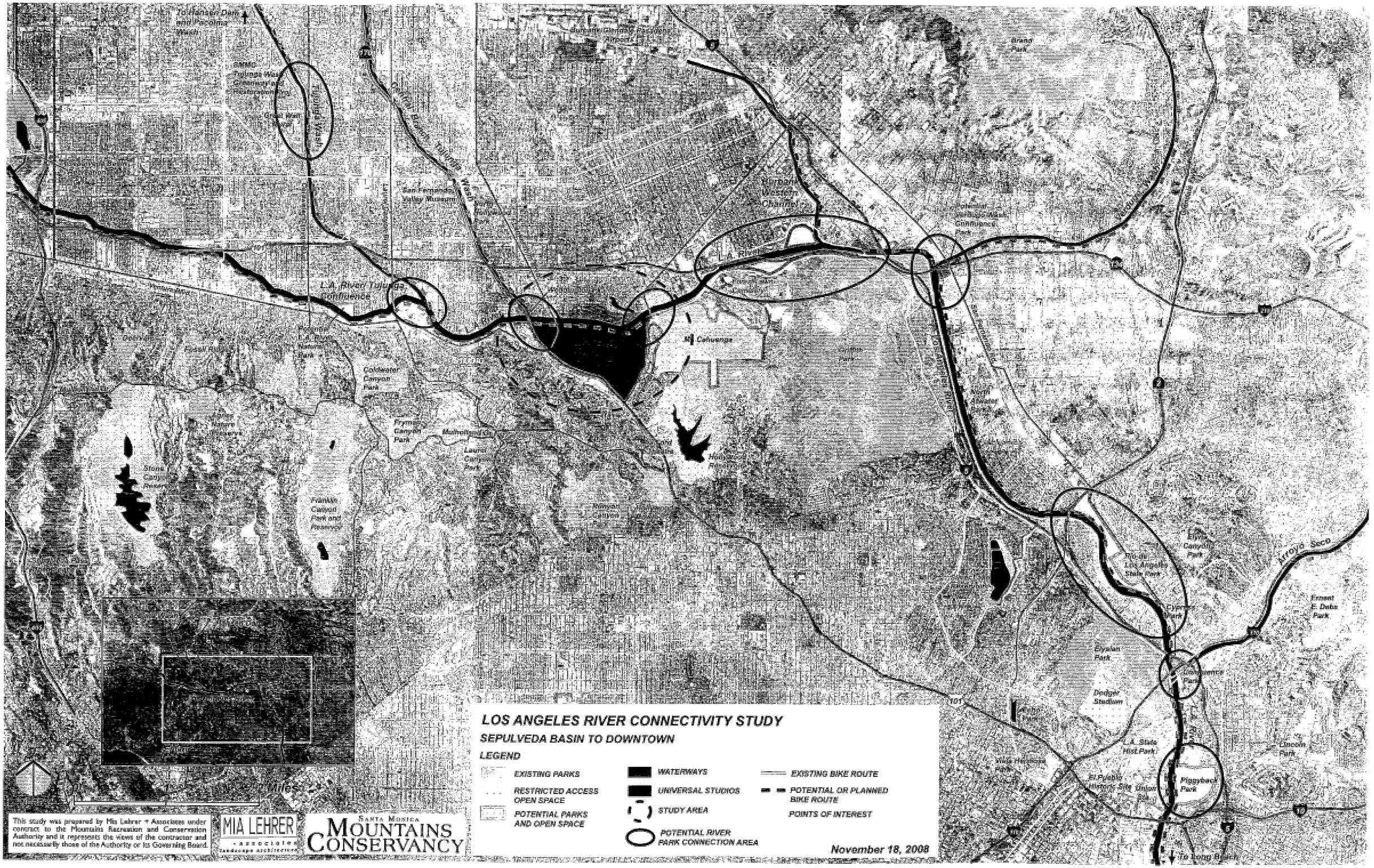
Illustrations of potential river access points:

- Tujunga Wash Connection
- Weddington Parks Connection
- Lankershim Connection

Appendix B

Key Legal Concerns and Impacts


To Pacoima Wash
Central Branch Tujunga Wash
Lankershim Blvd.
Cahuenga Blvd.
101
To LA River Confluence
L.A. RIVER ACCESS
Golf
Los Angeles River
L.A. RIVER ACCESS
To Long Beach
Forest Lawn Dr.
Existing Bike Route
POTENTIAL TRAIL CONNECTION
Vineland Ave.
Weddington Park proposed bridge connection
Proposed Bike and Pedestrian Route
Ventura Blvd.
Campo De Cahuenga Historic Site
Metro Station
Universal Terrace Dr.
UNIVERSAL
Barham Blvd.
Mt. Cahuenga
To Griffith Park
Hollywood Freeway
Cahuenga Blvd.
Universal Ctr Dr.
Enhanced Bridge Bike and Pedestrian Improvements
Buddy Holly Drive
101
Lake Hollywood Open Space
Enhanced Bridge Bike and Pedestrian Improvements
NORTH
SCALE: 1" = 200'
November 18, 2008
LOS ANGELES RIVER CONNECTIVITY STUDY
VINELAND TO BARHAM
LEGEND
WATERWAYS
EXISTING PARKS
POTENTIAL OPEN SPACE
PROPOSED TRAIL CONNECTION
ENHANCED BRIDGE CROSSING
L.A. RIVER ACCESS
STUDY AREA
EXISTING BIKE ROUTE
POTENTIAL OR PLANNED BIKE ROUTE
PEDESTRIAN WALKWAYS/TRAILS
This study was prepared by Mia Lehrer + Associates under contract to the Mountains Recreation and Conservation Authority and it represents the views of the contractor and not necessarily those of the Authority or its Governing Board.
MIA LEHRER + associates landscape architecture
SANTA MONICA MOUNTAINS CONSERVANCY



LOS ANGELES RIVER CONNECTIVITY STUDY

SEPULVEDA BASIN TO DOWNTOWN

LEGEND

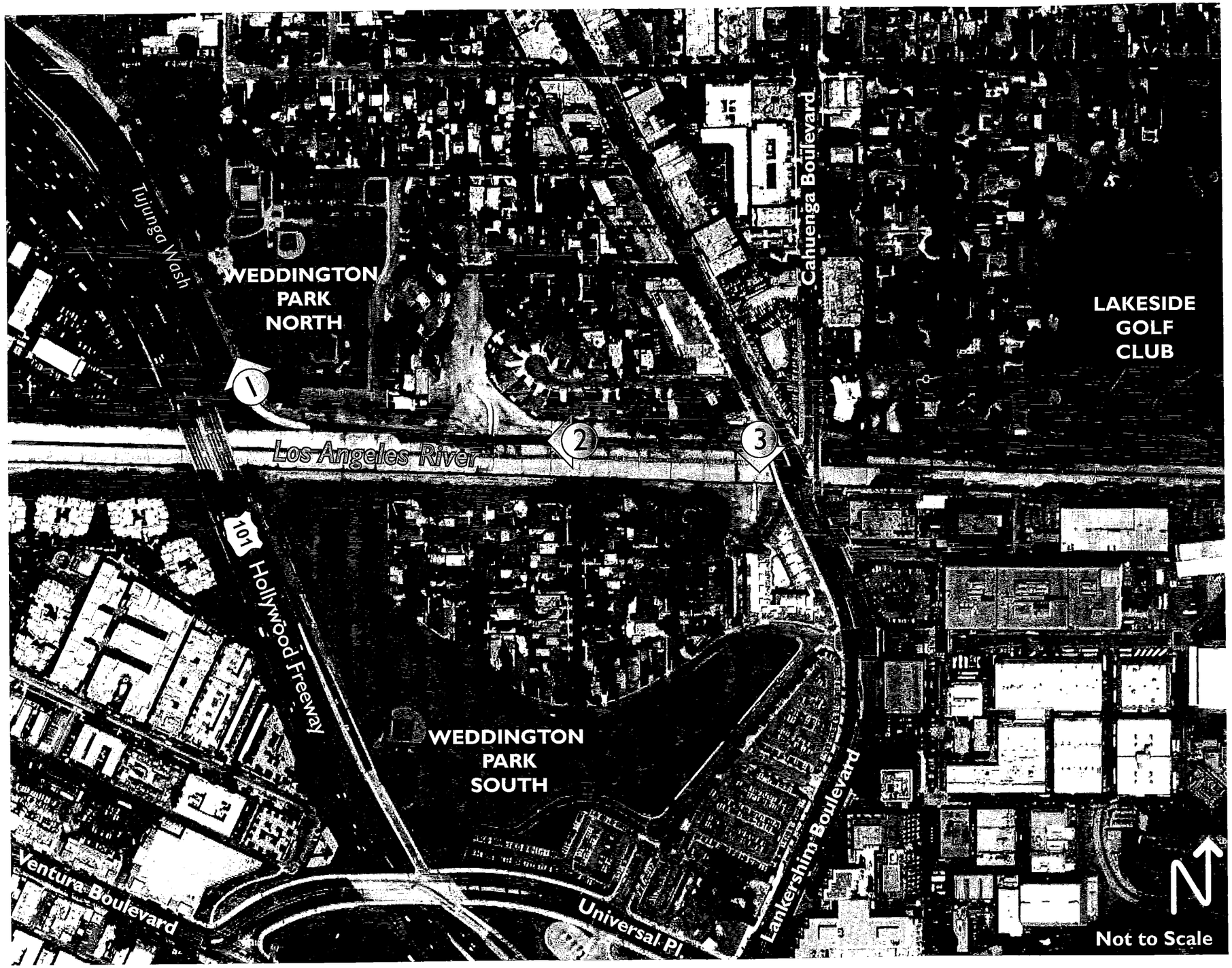
- EXISTING PARKS
- RESTRICTED ACCESS OPEN SPACE
- POTENTIAL PARKS AND OPEN SPACE
- WATERWAYS
- UNIVERSAL STUDIOS
- STUDY AREA
- POTENTIAL RIVER PARK CONNECTION AREA
- EXISTING BIKE ROUTE
- POTENTIAL OR PLANNED BIKE ROUTE
- POINTS OF INTEREST

November 18, 2008

This study was prepared by Mia Lehrer + Associates under contract to the Mountains Recreation and Conservation Authority and it represents the views of the contractor and not necessarily those of the Authority or its Governing Board.

MIA LEHRER + associates landscape architecture

Santa Monica Mountains Conservancy



LEGEND

1. Tujunga Wash Connection
2. Weddington Park Connection
3. Lankershim Connection

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SANTA MONICA MOUNTAINS CONSERVANCY

LOS ANGELES RIVER CONNECTIVITY STUDY

Montage Location Map

This study was prepared by Mia Lehrer + Associates under contract to the Mountains Recreation and Conservation Authority and it represents the views of the contractor and not necessarily those of the Authority or its Governing Board.

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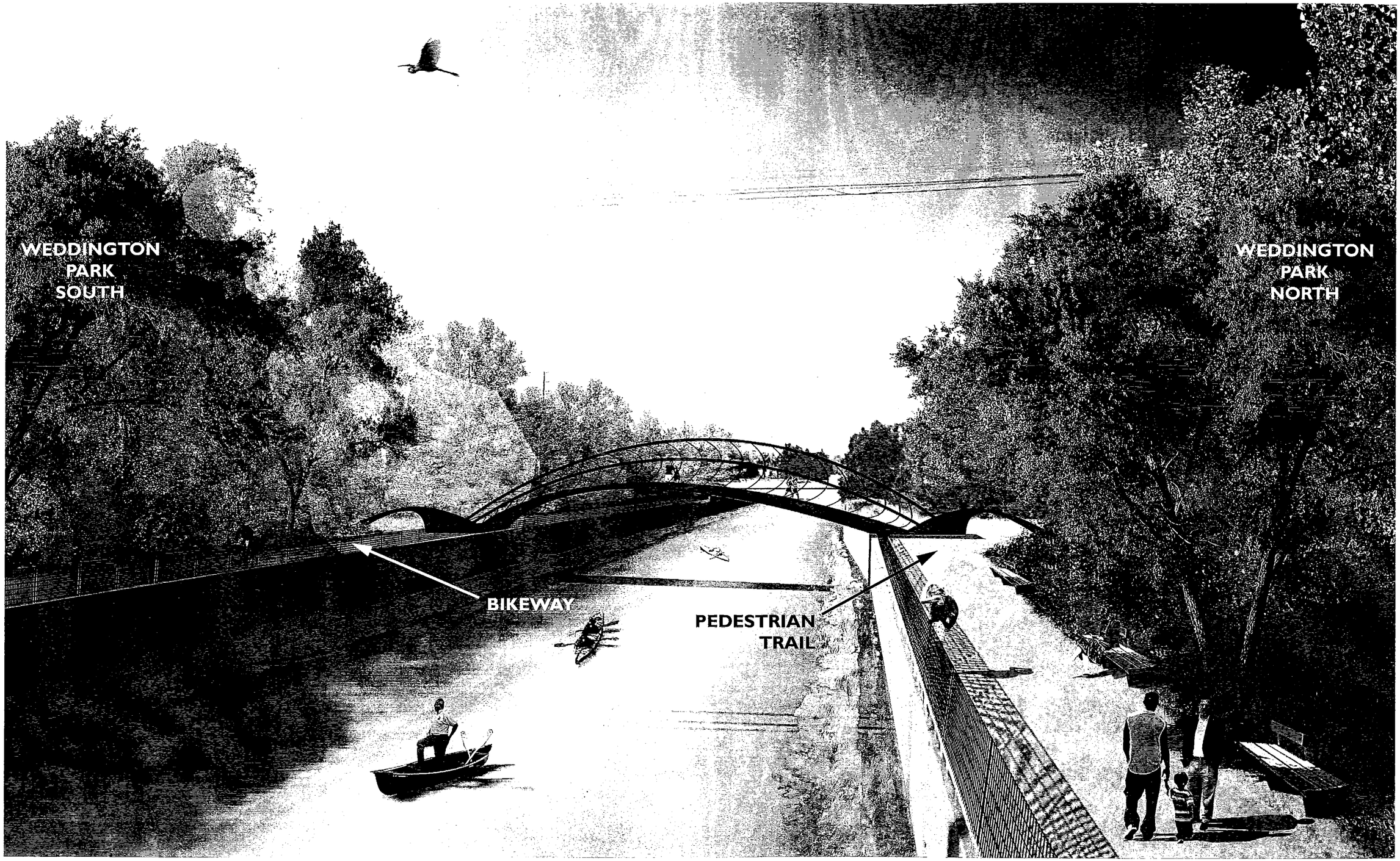
SANTA MONICA MOUNTAINS CONSERVANCY

LOS ANGELES RIVER CONNECTIVITY STUDY

Los Angeles River to Tujunga Wash Connection (looking north)



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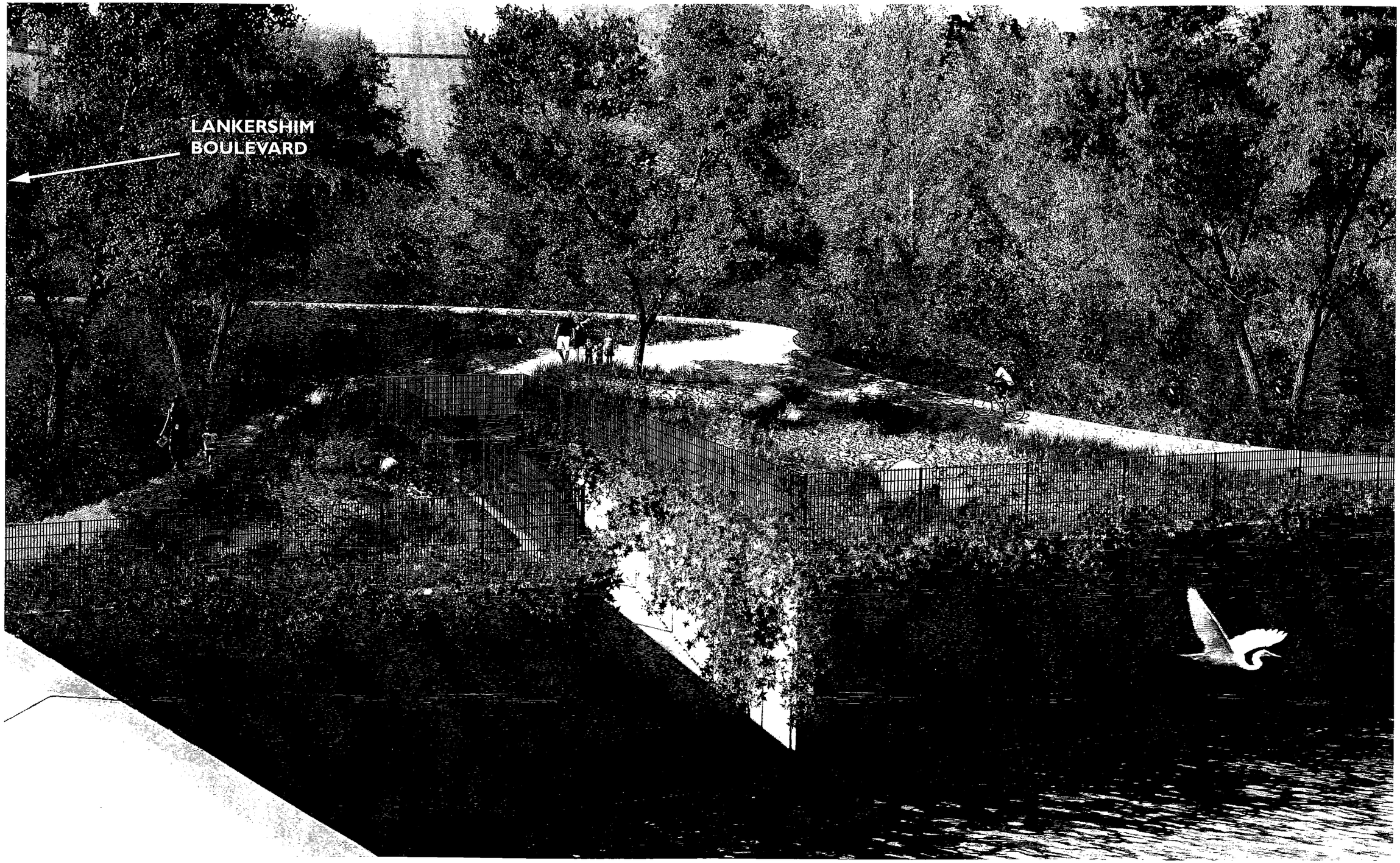
SANTA MONICA MOUNTAINS CONSERVANCY

LOS ANGELES RIVER CONNECTIVITY STUDY

Weddington Park Connection (looking west)



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MIA LEHRER + associates landscape architecture

SANTA MONICA MOUNTAINS CONSERVANCY

LOS ANGELES RIVER CONNECTIVITY STUDY

Lankershim Connection (looking south)

Appendix B: Key Legal Concerns and Impacts

Legal Arguments Set Forth in Communities United For Smart Growth Comment Letter on the Draft Environmental Impact Report on the MTA/Universal Proposal

I. THE DEIR IS LEGALLY INADEQUATE AND A REVISED DEIR MUST BE PREPARED AND CIRCULATED.

A. The Metro Universal Proposal Was Improperly Segmented from the Universal Vision Proposal.
B. The DEIR Understates or Denies Many Adverse Impacts.
C. The DEIR Does Not Analyze Feasible Mitigation Measures.
D. The DEIR Does Not Evaluate A Reasonable Range of Alternatives.
E. The DEIR Improperly Rejects the Alternatives That It Examines As "Infeasible" Without Adequate Explanation.
F. The EIR Must Evaluate A More Environmentally Responsible, Less Impacting Community Sensitive Alternative for Development of Both the West and East Sides of Lankershim Boulevard.
G. The Environmental Impact Analysis and Discussion of Mitigation Measures is Inadequate for the Reasons Set Forth Below.
H. The Environmental Impact Analysis and Discussion of Mitigation Measures is Inadequate for the Reasons Set Forth Below.

II. DETAILED COMMENTS ON DEIR'S ENVIRONMENTAL IMPACT ANALYSIS AND DISCUSSION OF MITIGATION MEASURES.

A. Land Use Impacts Would be Significant.

1. The Findings for an Exception to Transitional Height Requirements on the West Side of Lankershim Cannot Be Made.
2. The Land Use Changes to the Project Site Could Result in Additional Development.
3. The Proposed Development for the West Side of Lankershim May Not Comply with the Community Plan's Urban Design Guidelines.
4. The DEIR Contains Conflicting Statements Regarding the Need for Housing and Jobs at this Site.
5. The Project Fails to Include Affordable Housing.
6. Landscaping Should be Required on Sites D and E.
7. The West Side Development's Incompatibility with Surrounding Uses Could Be Mitigated.

B. Transportation Impacts Would be Significant.

1. Segmentation of the East Side Development from the West Side Development Leads to Underestimates of Traffic Impacts.
2. Methodological Flaws Lead to Underestimates of Traffic Impacts.
3. The Traffic Study Does Not Include Key Information.
4. The Traffic Model Used Is Appropriate for Regional Modeling, but Not for a Project-Specific EIR.
5. The Model Ignores Impacts on Residential Areas.
6. The Model Overestimates Technological Solutions to Traffic Problems in the City of Los Angeles.
7. The Model Yields Unrealistic Levels of Service at Numerous Locations and Thereby Understates Traffic Impacts from the Development.
8. Assumptions about Roadway Improvements are Overly Optimistic.
9. The DEIR Does Not Adequately Address Parking Issues.
10. The Benefits of the Transit Mitigation Are Overstated.
11. Secondary Impacts from Traffic Mitigation Undercut the Claim to be a transit Oriented Development.

C. Noise Impacts Would be Significant.

D. Impacts on Visual Resources Would be Significant.

1. Visual Character Impacts.

   a. The DEIR Sets the Threshold of Significance for Visual Character Impacts Impermissibly High.
   b. The DEIR Fails to Address Visual Character Impacts from the Whole of the Project.
   c. Detailed Renderings of the Project Should be Included in the DEIR.
   d. The DEIR's Visual Renderings Appear to be Inaccurate.
   e. Signage on the Proposed West Side Development Would Be the Major Visual Focal Point at VP 3.
   f. The Proposed West Side Development Would Violate the Outdoor Advertising Act.

2. Impacts to Views Would be Significant.

   a. The DEIR Fails to Address Impacts to Views from Construction on Both Phases of the Proposed West Side Development.
   b. The Proposed West Side Development Would Have Significant Impacts on Valley Views from the Hollywood Hills.

c. The Proposed West Side Development Would Have Significant Visual Impacts on a Designated Scenic Highway.
d. The Proposed West Side Development Fails to Incorporate Architecture that is Compatible with the Campo de Cahuenga as Required by the Community Plan.
e. The DEIR Improperly Assesses Impacts to Valued Views.

3. Light and Glare.

a. The Significant Shade Impacts Should be Reduced.

b. Measures the DEIR Relies Upon to Reduce Impacts Should be Included as Enforceable Mitigation Measures.

4. Artificial Lighting Impacts.

a. The DEIR Relies on Improper Thresholds of Significance for Artificial Lighting.
b. Cumulative Impacts from Artificial Lighting Are Significant.
c. More Detailed Analysis of Artificial Lighting Should be Provided.

5. Many Significant Visual Resource Impacts from Signage Could Easily be Eliminated.

F. The Analysis of Geology and Soils is Inadequate.

G. Air Quality Impacts Would be Significant.

1. The Development Will Exacerbate Already Unacceptable Air Quality Problems.
2. Construction Impacts Are Significant and Require More Mitigation.

3 Operational Impacts Would be Severe and Must Be Mitigated to a Greater Extent Than Currently Proposed.

4. The Contribution to Global Warming Impacts from the Proposed West Side Development Must be Analyzed.

a. The Impacts of Global Warming Generally.
b. Impacts in California.
c. California's Response to the Global Crisis
d. The DEIR Does Not Adequately Address Climate Change Impacts

H. Cultural Resource Impacts Would be Significant.

I. Impacts on Public Services are Not Adequately Considered.

1. The DEIR Improperly Concludes that There Will be Less Than a Significant Impact on Fire Services.
2. Impacts on Police Services May Remain Significant.
3. Impacts on Weddington Park Appear Significant.
4. It is Uncertain Whether the Mitigation of Library Impacts will be Timely.

J. Mitigation of Impacts on Utilities is Uncertain.

1. Water Supply Mitigation is Vague.
2. Wastewater Impacts May be Significant.
3. Solid Waste Mitigation is Vague.
4. Electricity Mitigation Is Important and Requires Firmer Commitments.
5. Natural Gas.

K. Some Safety Impacts are Uncertain and Mitigation of Environmental Hazards Are Deferred.

L. The Hydrology and Water Quality Impacts Analysis is Inadequate and Better Mitigation is Feasible.

1. Additional Hydrology Mitigation Is Feasible.
2. Additional Detail on Water Quality is Required.
3. The Development Would Impact the Los Angeles River and Frustrate Planning for Its Revitalization.

M. Biological Impacts Are Not Fully Addressed.

1. The DEIR fails to implement the mitigation measures set forth in the Tree Assessment.
2. Impacts to Sycamore Trees are Significant.
3. Impacts of Artificial Lighting on Wildlife Must Be Analyzed.

N. Population, Housing and Employment Impacts Would be Significant.

COMMUNITIES UNITED FOR SMART GROWTH

4444 Lakeside Drive, Suite 350
Burbank CA 91505
818-755-7674
www.universalworkinggroupnews.org

Letter No. 40

EL SEGUNDO EMPLOYERS ASSOCIATION

8433 Holy Cross Place
Los Angeles, CA 90045-2634
TEL: (310) 417-6660
FAX: (310) 417-6670
E-mail: Esempassoc@aol.com

RECEIVED
FEB 01 2011
BY: M Salazar

Board of Directors

The Boeing Company

Chevron Corporation

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Continental Development Corporation

DirecTV, Inc.

Honeywell Corporation

Kilroy Realty Corporation

Mattel, Inc.

Northrop – Grumman Corporation

Raytheon Company

January 27, 2011

Mr. Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File #ENV-2007-0254-EIR
NBC Universal Evolution Plan

Dear Mr. Foreman:

The Draft EIR for the NBC Universal Evolution Plan contains, *inter alia*, Project Design Feature H-3 (attached), which states:

> "Project Design Feature H-3: 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."

The Draft EIR recognizes the need to make sure that construction equipment is retrofitted with filters that meet the highest EPA and CARB standards for diesel particulate matter (PM) emission reduction. **However, H-3 does not go far enough: the horsepower threshold should be reduced significantly, either to zero (as is the case for the LAX Master Plan Community Benefits Agreement) or to 50 HP at the most. In addition, as is the case with LAX, the H-3 feature should be extended to on-road heavy-duty diesel trucks servicing the construction site.**

ESEA has been broadly supportive of cooperative efforts to make construction at LAX as environmentally sensitive as possible. The above-referenced Community Benefits Agreement states: "All diesel equipment used for construction related to the LAX Master Plan Program shall be outfitted with best available emission control devices primarily to reduce diesel emissions of PM, including fine PM, and secondarily, to reduce emissions of NOx." This requirement applies to diesel-powered off-road equipment (such as construction machinery), on-road equipment (such as trucks) and stationary diesel engines (such as generators).

As neighbors of LAX, our organization has always acknowledged its importance to the regional economy and has supported LAWA's efforts to operate in a manner that is sensitive to nearby communities. By extension, we believe that NBC Universal should be held – indeed, should hold itself – to the same high standard. NBC Universal should be congratulated for recognizing the importance of this issue. Now it should show its leadership and commitment to the community by taking it to its logical conclusion.

Thank you for considering our views.

Donald H. Camph
Executive Director

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Planning Director, City of Los Angeles
Richard Bruckner, Planning Director, County of Los Angeles
Darnell Tyler, NBC Universal

- 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.

Project Design Feature H-2: Project Site haul roads during vertical construction shall be paved (temporary or permanent paving).

Project Design Feature H-3: 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.

Project Design Feature H-4: In conjunction with development within Planning Subareas 6-9, the Applicant or its successor shall install tiered vegetative landscaping between US 101 Freeway and any Project residential unit located within 500 feet of US 101 Freeway.

Project Design Feature H-5: In conjunction with development within Planning Subareas 6-9, the Applicant or its successor shall install an air filtration system on any Heating, Ventilation and Air Conditioning system within any Project residential unit located within 500 feet of US 101 Freeway. The air filtration system shall achieve a reduction of at least 70 percent of the freeway particulate matter emissions.

Project Design Feature 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.

b. Mitigation Measures

(1) Project Construction

Mitigation Measure H-1: The Applicant or its successor shall include in construction contracts the following control measures:

Letter No. 41

P.O. Box 27404
Los Angeles, CA 90027
323-663-1031
president@hillsidefederation.org
www.hillsidefederation.org

THE FEDERATION
OF HILLSIDE AND CANYON ASSOCIATIONS, INC.

PRESIDENT
Marian Dodge
CHAIRMAN
Joan Luchs
VICE PRESIDENT
Charley Mims
Cassandra Barrère
SECRETARY
Donna Messinger
TREASURER
Dan Palmer

Jon Foreman, Senior City Planner
Department of City Planning
City Hall, Room 601
200 N. Spring Street
Los Angeles, CA 90012
January 29, 2011

RECEIVED
FEB 02 2011
BY: Msalazar

RE: ENV-2007-0254-EIR
NBC Universal Evolution Plan

Bel Air Knolls Property Owners
Bel Air Skycrest Property Owners
Bel Air Ridge Association
Benedict Canyon Association
Cahuenga Pass Neighborhood
Crests Neighborhood Assn.
Encino Property Owners Assn.
Forrest Hills Homeowners Assn.
Franklin Ave./Hollywood Bl. West
Franklin Hills Residents Assn.
Highlands Owners Assn.
Hollywood Dell Civic Assn.
Hollywood Heights Assn.
Hollywoodland Homeowners
Holmby Hills Homeowners Assn.
Kagel Canyon Civic Assn.
La Tuna Canyon Community Assn.
Laurel Canyon Assn.
Los Feliz Improvement Assn.
Mt. Olympus Property Owners
Mt. Washington Homeowners All.
Nichols Canyon Assn.
N. Beverly Dr./Franklin Canyon
Oak Forest Canyon Assn.
Outpost Estates Homeowners
Residents of Beverly Glen
Roscomare Valley Assn.
Shadow Hills Property Owners
Sherman Oaks H O Assn.
Studio City Residents Assn.
Tarzana Property Owners Assn.
Torreyson Flynn Assn.
Upper Mandeville Canyon
Whitley Heights Civic Assn.

Dear Mr. Forman:

The Federation of Hillside and Canyon Associations, Inc., representing thirty-three homeowner associations spanning the Santa Monica Mountains from west of the 405 freeway to east of Griffith Park has numerous concerns regarding the NBC Universal Evolution Plan (the Project). This massive Project requires 17 discretionary approvals plus "any additional actions that may be determined necessary." By its own admission, it will cause "significant and unavoidable impacts" on air quality, transportation, and solid waste.

NBC Universal must pay for all costs of traffic mitigation.
NBC Universal's impact on traffic in the immediate area including Cahuenga Pass, Hollywood Manor, Hollywood Knolls and Studio City is already heavily congested. Access in and out of local neighborhood streets is currently unsafe. Building millions more out-of-scale and incompatible square feet when existing hazardous traffic levels are permitted to exist will create a permanent bottleneck that will be overwhelming to the immediate residential communities. With existing traffic congestion unmitigated how can surrounding communities tolerate more development? Hemmed in by the Santa Monica Mountains, historic Campo de Cahuenga, the Los Angeles River, and Griffith Park, there is simply no convenient place for the traffic to go. NBC Universal must pay CalTrans or DOT for any and all costs of traffic mitigations approved by the community.

Retain the Mulholland Scenic Parkway Specific Plan.
Of particular concern is the intent of the project to remove "a small portion of the Project Site from the Mulholland Scenic Parkway Specific Plan"(MSPSP) (p. 33 & 37). Residents along the Mulholland corridor worked long and hard to establish design reviews for the corridor to preserve its unique natural topography, native plants, and outstanding views. Although the DEIR claims that the project is consistent with the MSPSP, pages 331-332 clearly describe Sign District 2C and 2D with a barrage of signs including electronic and animated signs thirty feet high. This is not at all consistent with the MSPSP; there should be no billboards.

To simply remove yourself from the Specific Plan makes a mockery of city planning. There is no legal reason why the Project cannot remain within the MSPSP and have overlapping specific plans. The Project must respect the guidelines of the MSPSP.

Retain open space.
The statement that the new residential area will provide 35 acres of open space is decidedly misleading since the site currently has 120 acres of open space. The only open space remaining is that which is too steep to develop economically. What will be the impact of the loss of open space on the wildlife that currently exists in the area? The proposed elimination of the entire Back Lot implies that Universal Studios will be taking their filming outside of the City of Los Angeles, a great economic loss to the city.

There are to be hiking trails open to the public in the area. The new North-South Road through the residential development must be dedicated to the City of Los Angeles to assure that it remains open to the public so that they will have access to the open space.

Do not widen Forest Lawn Drive through Griffith Park.
Additionally there is concern over Mitigation Measure B-7 (p. 63) regarding the proposed widening of Forest Lawn Dr. At this point Forest Lawn Dr. goes through Griffith Park, Historic-Cultural Landmark #942. Any changes in Griffith Park – or Campo de Cahuenga – must be approved by the Cultural Heritage Commission. The developers should not be permitted to ease the traffic jam they created by funneling traffic through Griffith Park. To do so is a violation of Col. Griffith's intent when he donated the park land to the city to provide an escape valve for the masses from the hustle and bustle of urban life. The project must not disturb the geography of Griffith Park, its wildlife, or the tranquility of its visitors.

Reduce the height of all buildings to 100 feet to eliminate the need for specialized fire equipment.
The construction of multiple high-rise buildings in the Project requires that the Los Angeles Fire Department acquire specialized equipment to protect those buildings. The existing fire station is not able to accommodate the equipment, nor does it have the land necessary to build an addition to accommodate it. Therefore NBC Universal should be required to provide the land and pay for the construction of a new fire station to meet their needs. It should not be a burden on the tax payers of Los Angeles.

Consider the cumulative impact of all projects.
When evaluating the Project, one must consider the cumulative impacts of the proposed MTA development across Lankershim as well as the proposed expansion of Forest Lawn Cemetery on Forest Lawn Drive. The MTA project in particular will exacerbate the already massive impact on traffic in the area. The Forest Lawn expansion will destroy a large open space. That loss, combined with the loss of open space at NBC Universal will have a devastating impact on wildlife in the eastern section of the Santa Monica Mountains.

This project should be reduced in mass and scale to reduce its impact on an infrastructure which is already strained.

Sincerely,
Marian Dodge

Marian Dodge, President

cc: Mayor Villaraigosa
Councilmember LaBonge
Supervisor Yaroslavsky

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan ENV-2007-0254-EIR

1 message

Marian Dodge <president@hillsidefederation.org> **Fri, Jan 28, 2011 at 6:59 PM**

Attached is the response of the Federation of Hillside and Canyon Associations to the NBC Universal Evolution Plan Draft EIR.

Marian Dodge, President
Federation of Hillside and Canyon Associations

NBC Universal letter 12911.pdf
3885K

Letter No. 42

Jon Foreman <jon.foreman@lacity.org>

comments on NBC Universal DEIR

James O'Sullivan <jamesos@aol.com> **Thu, Feb 3, 2011 at 10:30 AM**
To: jon.foreman@lacity.org, michael.lograndе@lacity.org
Cc: councilmember.rosendahl@lacity.org, councilmember.zine@lacity.org, councilmember.labonge@lacity.org, councilmember.reyes@lacity.org, councilmember.krekorian@lacity.org, paul.koretz@lacity.org, councilmember.huizar@lacity.org, councilmember.hahn@lacity.org, councilmember.smith@lacity.org, councilmember.garcetti@lacity.org, councilmember.wesson@lacity.org, councilmember.parks@lacity.org, Jan.Perry@lacity.org, councilmember.cardenas@lacity.org, councilmember.alarcon@lacity.org

Mr. Foreman. Please reply that you received this response to the NBC Universal DEIR.

Jim

James O'Sullivan
213.840.0246 - Cell

Comments_on_NBC_Universal_DEIR.pdf
35K

February 3, 2011

James O'Sullivan
Infrastructure Coalition
Fix Los Angeles
Miracle Mile Residential Association

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
(213) 978-6566 (fax)
jon.foreman@lacity.org

Re: Case No. ENV-2007-0254-EIR, State Clearinghouse Number:2007071036

To All City of Los Angeles Decision Makers:

The City of Los Angeles has not completed its required Annual Report on Growth and Infrastructure. That Report was a specific and essential mitigation cited by the City as part of the General Plan Framework. The Report was to inform the city on all environmental approvals. The Statement of Overriding Consideration stated:

The Framework Element includes an on-going monitoring program to update the demographic forecasts that underpin the plan and its Environmental Impact Report (FE1R). The monitoring system will result in the issuance of an Annual Report on Growth and Infrastructure which will be used to modify plan and EIR assumptions and serve as the basis for evaluating the effectiveness of the Framework Element's objectives, policies, programs, and mitigation measures.

Absent the report and its findings on actual versus expected growth, actual versus expected infrastructure improvements and availability of infrastructure, the city cannot provide a statement of consistency with the General Plan, and depending on the area, the Community Plan. **Most of the Community Plans in the City rely on the Report separately from the Framework Element**. Model language (taken from the Sherman Oaks, Studio City, Toluca Lake, Chuenga Pass Community Plan) appears as follows:

The following summarizes the most significant planning and land use issues and opportunities which were identified in the Sherman Oaks-Studio City-Toluca Lake Community Plan Area:

Issues
• Need to preserve single family neighborhoods.

- Lack of open space in apartment projects.
- **Cumulative effects if permitted development exceeds infrastructure Capacity.**
- Need to preserve and enhance historic residences.
- Need for more affordable senior housing.
- Rising cost of housing.
- Compatibility between residential and industrial uses.

The Plan has a land use capacity greater than the projected development likely to occur during the Plan period. **During the life of the Plan, growth will be monitored and reported in the City's Annual Report on Growth and Infrastructure which will be submitted to the City Planning Commission, Mayor, and City Council.** In the fifth year following Plan adoption (and every five years thereafter), the Director shall report to the Commission on the relationship between population, employment, and housing growth and plan capacities. If growth has occurred faster than projected, a revised environmental analysis will be prepared and appropriate changes recommended to the Community Plan and zoning. These Plan and zoning changes and any related moratorium of interim control ordinances, shall be submitted to the Planning Commission, Mayor, and City Council as specified in the LAMC.

The City should not approve any project unless and until it has prepared the required Report and can make a finding that there is sufficient infrastructure citywide as stated in the Framework Element.

In the case where an individual Community Plan has language requiring Annual Reports on Growth and Infrastructure the City can not ignore their responsibility to prepare the reports. These reports are also to inform the public on the condition of infrastructure as it applies to wastewater, stormwater, water supply, solid waste, police, fire, parks and recreation, power, and schools within their Community Plan areas.
Given the financial stress facing the City and the cutbacks in funding and workforces it is imperative that any deficiencies or constraints on Infrastructure be readily available to the public as well as decision makers before this or any other project is approved.
It is no secret that current cuts to departments are creating havoc across the City, so much so that the City is looking to sell off long term assets just to get by to the end of the year. Next years budget deficit is already projected to be in the $400,000,000 range. All departments which receive their funding from the General Plan will be severely restricted. Fire services are already impacted with "brown outs" and the anticipation is that they will only get worse. Police services are impacted, building and Safety, street services, Parks, Libraries and all departments including the City Attorneys office will be asked to cut back to the bone with unknown consequences to public safety. None of this is mentioned in the DEIR and must be addressed.

Project-based EIR's and even Community-Plan level analysis is not sufficient to overcome the necessity for the Annual Report. The General Plan EIR stated: "focusing the analysis at the neighborhood level may be too myopic resulting in a loss of

"overview" or "the big picture".

There is also a concern that projects of this size will at once and over time require Infrastructure upgrades that could trigger Economic Justice issues. It is not just the initial installation of Infrastructure upgrades that are the problem but the long term cost of maintaince. One 2009 Audit done by the Controllers office entitled "Performance Audit of the City of Los Angeles' Process for Planning Conditions for Development" states that "City departments do not consistently track, plan or budget for maintenance of public improvements installed as a result of conditions of approval for development projects. In addition, Some City departments do not collect sufficient fee revenues to cover the costs of maintaining public improvements."

"Although project applicants pay the costs of installing public improvements, only some departments track and recover maintenance costs for these improvements. No departments systematically track public improvements imposed as development project conditions of approval as part of their fiscal planning process."

"Some City departments do not collect sufficient revenues to cover the costs of maintaining public improvements, particularly those imposed as conditions of approval for development. Specifically, the Urban Forestry Division of the Bureau of Street Services Street Tree Maintenance, Inspection and Clerical fees, the Bureau of Street Lighting Street Lighting Maintenance Assessment, and the Bureau of Sanitation Stormwater Pollution Abatement Charge revenues are not sufficient to recover the costs of maintaining public improvements."

Agreements must be put in place if this project is approved that will guarantee long term financial reimbursement to the City for maintaining public improvements. This project is after all intended to add bottom line profits to a very wealthy Corporation and it would only be fair for some of those profits to be used for ongoing costs to the City.

It would be unfortunate if ongoing City funds were needed for this project at the expense of other parts of Los Angeles, especially parts of the City where there is not sufficient political clout to demand an equal share of infrastructure upgrades. That would be an Economic Justice issue.

The DEIR for this project in section IV.A.1, Land Use- Land Use Plans/ Zoning, makes much use of the **City General Plan Framework Element (Framework Element)**, quoting that it "sets forth a Citywide comprehensive long range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure and public services. The Framework Element establishes goals and policies to guide local planning efforts at the community level through the Community Plans, Overlay Districts, and Specific Plans. The Framework Element also directs economic development efforts, resources, incentives, and strategies to foster desired economic activity". Continuing it states that "The Land Use Chapter of the Framework Element summarizes key land use issues and presents the goals, objectives, policies, and programs that seek to maintain

stable residential neighborhoods and encourage growth to locate within appropriate neighborhood districts, commercial and mixed-use centers, along boulevards, and in proximity to transportation corridors and transit stations. The Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial centers. The portion of the Project Site located within the City of Los Angeles, as shown in Figure 27 on page 422, is designated as a Regional Center under the General Plan Framework and as such is designated as a high-density place and a focal point of regional commerce, identity, and activity. Table 3-1 of the Framework Element lists the following as "encouraged uses" within a Regional Center: corporate and professional offices, retail commercial (including malls), offices, personal services, eating and drinking establishments, telecommunications centers, entertainment, major cultural facilities, hotels, and similar uses (i.e., mixed-use structures integrating housing with commercial uses; multi-family housing (independent of commercial); major transit facilities; and inclusion of small parks and other community oriented activity facilities).22 The development of sites and structures integrating housing with commercial uses is encouraged in Regional Centers, in concert with supporting services, open space, and amenities.23 The density of Regional Centers also supports the development of a comprehensive and inter-connected network of public transit and services.

That the DEIR for the NBC Universal Evolution Plan makes much use of the Framework Element's goals, policies and objectives to support their project but neglects to include any Annual reports produced as a result of the Framework Elements Monitoring program, intended to guide the implementation of infrastructure and services to support growth. This omission must be rectified.

General Plan Consistency

From the Air Quality Element Adopted in 1992

The City of Los Angeles is in the process of preparing the Citywide General Plan Framework and revising other Citywide Elements, including the Transportation Element and the Housing Element, to achieve internal consistency among the various elements of the General Plan. Until these revisions are completed, the Air Quality Element, which uses the regional and sub-regional policy forecasts for population, housing, and employment from the 1991 Regional Growth Management Plan, is technically inconsistent with the rest of the elements. This inconsistency is considered temporary and will be resolved when the other updated Citywide elements are finalized.

The Air Quality Element although optional (not mandated by the State) is a part of the City's adopted General Plan and as such attained the force of law. All elements, mandatory and optional, have equal legal status and no element may be made subordinate to another. Its revision appears to have been required when the 1994 South Coast Air Quality Management Plan was adopted.

The DEIR for this project did not address if the adoption of the Framework Element with the policies it contains, sufficiently amended the Air Quality to rectify its apparent inconsistency with the General Plan. If it did not correct this issue then a finding of consistency can not be made for this project.

There could be another Air Quality issue now that the 9th Circuit Court of Appeals has ruled (AIR SIP opinion 9th cir (2).pdf) on enforcement of the Clean Air Act. They stated that the Environmental Protection Agency's (EPA) decision to do nothing is especially troublesome in light of the [Clean Air] Act's overall purpose of ensuring states come into compliance with clean air standards." Because the smog plan at issue in this case would not actually meet the clean air standard on time, the Court said that California needs to go back to the drawing board and develop a real plan, not just an unenforceable plan."
It must be determined if the DEIR sufficiently addresses the issues raised in this ruling.

WATER

The DEIR for the project uses the 2005 UWMP in discussing its water plans and needs, however that plan is badly outdated. However there is now a 2010 draft UWMP. It was released on January 13th, 2011 and profoundly lowers long term projections up to 13 percent for normal and single dry years and up to 18 percent for multiple dry years which are almost comparable to projections published back in 1985.

The DEIR cites water conservation measures the city is currently undertaking and future plans. The reality of water conservation in LA so far has reduced the amount of water being used but at the cost of higher rates for residents who should not be punished by higher rates to allow this new project.

Section 4.0 Accelerating Clean-Up of the San Fernando Groundwater
Basin states that the City's goal is to clean up the contaminated San Fernando Groundwater Basin to expand groundwater storage and the ability to fully utilize the City's groundwater supplies. The result will be a reduction of imported water supply of up to 87,000 AFY – LADWP's annual allocation of San Fernando Valley groundwater supplies. LADWP will also work to ensure that this Basin remains a consistent, stable and reliable resource for years to come.

A 2009-2010 Los Angeles County Grand Jury report released to the City of Los Angeles on July 7, 2010 deals directly with the contamination issues of the San Fernando groundwater basin and comes to a frightening conclusion. "The proposal to expand groundwater storage specifically mentions the SFB which supplied 11% of the total water supply. According to LADWP, the program for correcting the pollution problems in the SFB were not progressing effectively. Unless a serious program was enacted, the forecast was that within five years this water source would possibly disappear."

"In late 2009, LADWP had removed from service fifty-four of the 115 ground water production wells in the SFB. Of the remaining sixty-one wells, forty-four had recorded various contaminants above the maximum levels set by the California Department of

Public Health. Most notable of these contaminants were volatile organic compounds such as Trichloriethylene, Percholoethylene, Carbon Tetrachloride, Nitrate and Perchlorate. In addition, seventeen remaining groundwater wells had recorded marginal levels of contaminants. LADWP tracked fourteen contaminants of concern. LADWP projected that within five years, water from the SFB would be unavailable if there is no cleanup."

The Grand Jury Report made quite a few recommendations for dealing with water issues. The City is required to respond under the California Penal Code which specifies permissible responses to the findings and recommendations contained in the Civil Grand Jury Reports.
To date the City has not commented on the report. Council File 10-1187 contains a motion presented by Councilmember Parks that states, The Los Angeles County Grand Jury has issued three reports with recommendations regarding the operations of City departments / functions, as follows: Los Angeles Parks; Water for Los Angeles County; and Building and Safety. Additionally, the Los Angeles County Grand Jury has indicated that pursuant to state law responses are required to these three reports and their recommendations. Action is needed to refer these three reports to their respective subject matter City Council committees for review and to instruct staff to coordinate a consolidated response on behalf of the City.
I THEREFORE MOVE that the City Attorney be requested to report on the nature and procedures of any response which the City may be required to make to three Los Angeles County Grand Jury reports, entitled: Los Angeles Parks; Water for Los Angeles County; and Building and Safety.
I FURTHER MOVE that the Arts, Parks, Health and Aging Committee, the Energy and Environment Committee and the Planning and Land Use Management Committee be requested to review respectively, Los Angeles County Grand Jury reports on subjects which fall under their purview, as further identified in the text of this Motion, and to report to Council with proposed responses.
I FURTHER MOVE that the City Administrative Officer, in consultation with the City Attorney and the Chief Legislative Analyst be directed to assemble a consolidated response, if any, for approval and submission to the Los Angeles County Grand Jury.

I believe that the full Grand Jury report along with any responses from the City should be reviewed as they present specific environmental issues for a project of this size.

Any projects which rely on a faulty approval may be subject to court rulings in the matter. We reserve the right to challenge any faulty approvals issued by the City.

Sincerely:

James O'Sullivan
213-840-0246

Letter No. 43

Jon Foreman <jon.foreman@lacity.org>

FoLAR's Comments on the Universal Evolution Plan

Shelly Backlar <sbacklar@folar.org> **Fri, Feb 4, 2011 at 5:14 PM**
To: jon.foreman@lacity.org
Cc: Lewis MacAdams <leweye@gmail.com>, mail@folar.org

Mr. Foreman,

Attached please find comments from the Friends of the Los Angeles River with regard to the Universal Evolution Plan.

Thank you,

Shelly Backlar

Executive Director

Friends of the Los Angeles River

570 W. Avenue 26, #250

Los Angeles, CA 90065

323 223-0585 phone

323 223-2289 fax

www.folar.org

FoLAR's Comments on the Universal Evolution Plan 2-4-11.pdf
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February 4, 2011

Friends of the Los Angeles River

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring St, Room 601
Los Angeles CA 90012
Re: comments on the NBC Universal Evolution Plan Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

Friends of the Los Angeles River (FoLAR) has been working towards a swimmable, fishable, boatable Los Angeles River, the focus of a 52 mile long Los Angeles River Greenway from the mountains to the sea for 25 years. It is on behalf of FoLAR's Board of Directors that I submit the following comments with regard to the Universal Evolution Plan.

The Los Angeles County River Master Plan identifies ways to revitalize the publicly-owned rights-of-way along the Los Angeles River and Tujunga Wash into an urban treasure. In July 1991, the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation and Regional Planning to undertake a planning effort and to coordinate all interested public and private parties in the planning, financing and implementation efforts of a Master Plan for the Los Angeles River. The National Park Service's Rivers, Trails and Conservation Assistance Program provided technical assistance and group and community facilitation in this Planning Team effort. The County Master Plan recommends establishment of a regional greenway from the San Gabriel Mountains to the ocean. Hundreds of projects have been implemented along the banks of the entire Los Angeles River, from Canoga Park to Long Beach, under the guidelines set forth in this historic plan including numerous bicycle paths.

The Los Angeles River Revitalization Master Plan provides a framework for restoring the River's ecological function and for transforming it into an amenity for residents and visitors to the City. The Plan, funded with $3 million from the Los Angeles Department of Water and Power, was developed by a team of experts and was adopted by the Los Angeles City Council in 2007. Some of the Plans' goals are to:

- Revitalize the River by enhancing flood storage and water quality
- Enable safe public access
- Restore a functional ecosystem
- Create a continuous River greenway that connects neighborhoods to the River
- Extend open space, recreation and water quality features into neighborhoods
- Connect communities to the River via a network of bicycle paths and pedestrian trails

Both the Los Angeles County River Master Plan and the Los Angeles River Revitalization Mater Plan call for a bike path on the Lakeside Country Club side of the River and a multi-use path on the River Road Universal side.

570 W. Avenue 26, #250 * Los Angeles, CA 90065 * 323 223-0585 * www.folar.org * mail@folar.org

The Universal Evolution Plan outright ignores both the County and City Los Angeles' Los Angeles River Master Plans. Though Universal's plan purports to be in compliance with the Los Angeles River Revitalization Master Plan **it is not** and actually removes nearly a two-mile stretch of the River from public access. The plan by Maguire Thomas and Universal Studios is socially irresponsible, dismissively referring to the Los Angeles River as a Flood Control Channel throughout its 29,000 pages. California State Parks made the largest land acquisitions in the history of the agency downstream – the Cornfield, now known as Los Angeles State Historic Park, and the Taylor Yard, now known as Rio de Los Angeles State Park – because of their proximity to the Los Angeles River. In fact, Over $100 million in public funds have been invested in creating numerous parks above and below the proposed project area that make up the pieces of the Los Angeles River Greenway from the mountains to the sea.

The Universal Evolution Plan does not acknowledge the July, 2010 designation by the Environmental Protection Agency that the Los Angeles River is a navigable waterway. When Lisa Jackson, the EPA's Administrator made this pivotal announcement she said,

> This is a watershed as important as any other. So we are going to build a federal partnership to empower communities like yours... We want the L.A. River to demonstrate how urban waterways across the country can serve as assets in building stronger neighborhoods, attracting new businesses and creating new jobs.

The overarching goals of the Los Angeles River Revitalization Master Plan are to achieve a riparian and wildlife corridor while maintaining flood protection and to reduce flow velocities in order to facilitate ecological restoration and access. The Plan sites the importance of creating off-channel storage of peak flood flows in order to reduce flow velocities which is a necessary pre-condition for additional greening of the River and for ecosystem restoration.

The Los Angeles River Revitalization Master Plan specifically mentions <u>these goals</u>:

Executive Summary, Page 3

- Achieving creation of a riparian corridor while increasing flood protection. Reducing flow velocities in order to facilitate ecological restoration and access.

- Creating a green ribbon through the City with green strands extending the River's influence into adjacent neighborhoods in order to reconnect communities to the River and each other. "A continuous River Greenway would link a reliable network of "green connections", bikeways, and pedestrian paths to the River and to the public open space; "repurposing"... vacant lots...could help serve open space and recreation needs as well as hold and clean stormwater. "

- Opportunities for non-vehicular commuting and encouraging creation of new recreational spaces for people of all ages.

- A continuous River Greenway would function as a "Green Spine" for the city.

Chapter 2, Page 7

- In the past the city turned its back to the River. "This Plan's vision calls for transforming the River into a safe, accessible, healthy, green and celebrated place, with the goal of making the River the focus of activity and helping to foster civic pride."

Chapter 3, Page 13

- Los Angeles County Master Plan recommends establishment of a regional greenway and "continuous trail" from the San Gabriel Mountains along the Los Angeles. River to Long Beach.

The Los Angeles River Bike Path:

Without substantial changes, the Universal Evolution Plan is inconsistent with the Los Angeles County Los Angeles River Master Bicycle Plan, the City's Los Angeles River Revitalization Master Plan and the adapted City Bicycle Transportation compliance document which was approved by the City Planning Commission on 12/16/2010. The Universal Evolution Plan creates a permanent gap in the City and County vision of a 51 mile River Greenway from the mountains to the sea. The Plan turns its back on the River despite the fact that the City's General Plan land use element requires that future development of commercial properties be designed with River access. The City and County's Bicycle Master Plan both call for a Class 1, grade-separated continuous bike path along the River, and a bicycle connection between Universal Studios, Forest Lawn Drive, and Griffith Park, which are less than a mile apart. In the Universal Evolution plan no such connection exists.

Instead of a River Road along Universal's southern edge, the bicycle path proposed in the Universal Evolution Plan envisions a bike path to nowhere that would send bicyclists and pedestrians up a hillside so steep only a hardy few will be able to use it, a torturous path through extremely hilly terrain that will function only as a permanent impediment to bicycle commuting. The Universal Evolution Plan adds at least six crossings of high-speed streets in less than two miles. The proposed route from near Lankershim to City Walk, then on to the proposed Trailhead Park, will add a mile or more to the ride. Actually, the name "Trailhead" is a misnomer. The half-acre park, the only significant open space proposed for the entire project (if you discount the planted median strips that Universal includes in the calculation), shouldn't be the end of anything, but rather a node on a much larger Country-wide system of bike and walking trails.

The River Road is owned by the County and leased to universal "until such time as the County requires use of the right of way for other County purposes." That time has come. Whether or not Universal's usage of the property for studio vehicles is compatible with a bike and pedestrian River Road must be addressed in a public, transparent review of the lease. Because the Universal Evolution Plan is so at odds with the City and County plans, a new DEIR must be written and re-circulated. Anything less would be a betrayal of the entire process... and to the 2010 Bicycle Plan which was approved by the City Planning Commission on 12/16/2010.

The Los Angeles River Revitalization Master Plan Specifically Mentions Bicycle Paths:

Chapter 5, Page 6

- The Los Angeles River Greenway – The Los Angeles County Master Plan and the Los Angeles River Revitalization Master Plan call for a bike path on the south/ Lakeside Country Club side and a multi-use path on the north/Universal River Road side of the River.

Chapter 5, Page 11

- Recommendation 5.5 "Create safe non-motorized routes between the River and cultural institutions, parks, ... transit oriented development.... transit hubs and commercial and employment centers within one mile of the river."

- Recommendation 5.6 Increase direct pedestrian and visual access to the River.

Water Quality (DEIR §IV.G.1.b)

A steady increase in use of the Los Angeles River for recreational purposes, including fishing and boating, as well as the substantial fish and wildlife habitat in sections of the River, make water quality a paramount concern for any project which may discharge to the River. The proposed Universal Evolution Plan will, as described in the DEIR, make significant changes in land use, roads, structures and other facilities, introducing the potential for additional pollutant loading of the River during storm events. While the DEIR states that non-storm runoff will be managed by discharge to the sanitary sewer system, the DEIR recognizes the potential for drainage such as wash down, boiler blow down, and filter cleaning to by pass the sanitary sewer and be introduced to the River.

The principal means to mitigate the potential impacts of pollutant discharge is through implementation of Best Management Practices (BMPs) in future Storm Water Pollution Prevention Plans (SWPPP) and Standard Urban Stormwater Mitigation Plans, to be prepared in connection with construction and operation of the facility. Stormwater management BMPs are control measures taken to mitigate changes to both quantity and quality of urban runoff caused through changes to land use. Generally BMPs focus on water quality problems caused by increased impervious surfaces from land development. BMPs are designed to reduce stormwater volume, peak flows, and/or nonpoint source pollution through evapotranspiration, infiltration, detention, and filtration or biological and chemical actions. The DEIR fails to discuss this range of potential measures. The concept of BMPs is not static, and what constitutes "best" will evolve over time, but it is essential that the DEIR discuss the best practices currently available. It does not do that.

The discussion of BMPs in the DEIR is seriously inadequate in the following respects. Only a few BMPs are listed, there is no discussion of how and where the BMPs will be deployed, how they will function, and their effectiveness. (DEIR p1401, p1403.) The short list of BMPs proposed does not provide guidance on how each will function to meet the objective of assuring that contaminants are not introduced into the River.

1. The overall objective must be to minimize flows to the River during storm events and during non-storm periods

2. It is not sufficient to simply state, as the DEIR does, that construction and operational SWPPPs will be prepared at some time in the future. It is essential to describe the BMPs.
3. There are potentially many more BMPs which are available to this project and which should be employed. The process of preparing a SWPPP involves applying, through civil engineering analysis, those controls necessary. The USEPA National Menu Of Stormwater BMPs (http://cfpub1.epa.gov/npdes/stormwater/menuofbmps/index.cfm) contains numerous BMPs which could be applied to the Universal project
4. The BMPs must be both structural and non-structural. The DEIR mentions a few structural BMPs but barely touches on non-structural practices which must be employed to reduce or eliminate the potential for stormwater pollutant loading..
5. Each of the BMPs discussed by EPA for retention, detention, filtration, and infiltration, should be reviewed and discussed for potential applicability.
6. Of particular applicability, but lacking in the DEIR are the "innovative BMPs" employing such available technologies as alternative paving, green roofs, green parking.

The Universal Evolution Plan notes that during non-storm periods, almost 11 discharges from the site go into the sanitary sewer. However, storm events will discharge directly into the River. With regard to stormdrain run-off, the Universal Evolution Plan must adhere to the principles of the city's Los Angeles River Improvement Overlay (RIO) that emphasizes the development of green streets that beautify the neighborhood, provide places for native plantings and filter the water before it enters the River.

The Universal Evolution Plan ignores court-mandated water quality standards that must be met: specifically Total Daily Maximum Loads (TMDLs) for trash, bacteria, nutrients (nitrogen and phosphorus) and many more. Meeting these standards can easily be addressed by integrating bio-filtration swales, water quality treatment wetlands and landscaped meadows into the Universal Evolution Plan. In fact, by simply creating significant pervious areas adjacent to the River, in which catchment, natural treatment and filtration of run-off will reduce pollution loading in the Los Angeles River, the Universal Evolution Plan can aid in meeting regional water quality improvement goals for the Los Angeles River that have been set by the Regional Water Quality Control Board.

Los Angeles River Improvement Overlay, Section 1 states

- The Los Angeles River Improvement Overlay (LA-RIO) was established to implement the urban design goals and principles established in the Los Angeles River Revitalization Master Plan. Additionally, it builds upon the previous Los Angeles River Master Plan adopted by the County of Los Angeles in 1996.

- The City's vision for the Los Angeles River and its adjacent Greenway emphasizes a livable, walkable and sustainable community that is oriented to the River and the surrounding streets. The LA-RIO is intended to support this vision through the enhancement of environmental and urban design.

- The Los Angeles River Greenway is intended to become a public thoroughfare that promotes increased levels of activity and an increased awareness of the relationship between the urban and natural environments.

- The street network within the LA-RIO will enhance and support pedestrian, bicycle and vehicular mobility as a means of connecting the City to the Greenway and vice versa. Therefore, a Project's street and/or greenway façade(s) will ensure an active street and greenway network and thus enhance the public realm.

The Los Angeles River Revitalization Master Plan Specifically Mentions <u>Water Quality</u>:

Chapter 2, Page 5

- One goal is off-channel storage of peak flood flows in order to reduce flow velocities which is a necessary precondition for additional greening of the River channel and for ecosystem restoration. A second goal is to improve quality of water in the Los Angeles River through comprehensive, landscape based systems for treating stormwater runoff.

Chapter 3, Page 9

- Recommendations include: the reduction and reuse of storm water run off. All of the run off is being channeled in to the River; Capture and treat stormwater runoff from developed areas. Daylight storm drains instead of burying them to promote water infiltration. Create functional habitat. Install porous parking lots.

Chapter 4, Pages 2 & 3

- The area in question has been identified as a potential location for "Water Quality Treatment Terraces".

- Create landscaped "green strips" at the top of Riverbanks and in adjacent linear parkland to treat stormwater runoff. (Recommendation 4.7)

Chapter 4, Page 7

- Increase flood water storage capacity. The plan discusses putting this below parking lots in commercial developments. They should offset any increase in storm water flow by creating storage capacity below any new structures they build.

Chapter 4, Page 11

- Reduce impervious surfaces to improve water quality and reduce run-off. (Per Integrated Resources Plan and Integrated Water Management Plan).

Other Connections for People and for Wildlife

The Universal Evolution Plan shows a small piece of land called Trailhead Park. This shouldn't be the trailhead, but rather a welcome node on a much larger system of bike and walking trails. Since this trailhead to City Walk doesn't connect with the River at the Lankershim end of the property it is clearly not meant to be a River Road, as a condition for a building permit. If it is true, as Universal Studios maintains, that opening the River Road to the public would be a security risk or the preternaturally lame, yet frequently repeated comment from Universal's attorney, that they don't want people riding and walking on the River Road because they're worried that somebody will throw scripts over the fence into Spielberg's bungalow, why not simply put up a higher fence?

Finally, the Universal Evolution Plan does not acknowledge the existence of a wildlife corridor from Griffith Park that is significant to the River's ecology.

The Los Angeles River Revitalization Master Plan Specifically Mentions Wildlife Habitat:

Chapter 4, Page 3

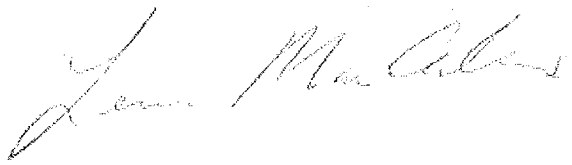
- Bioengineer the River's edge where feasible to create and restore wildlife habitat along the upper reaches of the River. (Recommendation 4.16)

Chapter 4, Page 5

- Recommendations include terraced banks in the box channels and large upland native wildlife habitat on the opposite side of the River.

We thank you for this opportunity to comment on the Universal Evolution Plan. As the original voice of the Los Angeles River we have advocated for a continuous Greenway from the mountains to the sea for 25 years. It is imperative that the Universal Evolution Plan acknowledge the tireless efforts by residents, community leaders, elected officials and professionals from multiple disciplines who never stopped believing that the River is not merely a trench entombed in cement; it is a vital resource that will provide much-needed open space and recreational opportunities while also connecting neighborhoods to the spine of our city.

Sincerely,



Lewis MacAdams
Founder and President

570 W. Avenue 26, #250 * Los Angeles, CA 90065 * 323 223-0585 * www.folar.org * mail@folar.org

Letter No. 44

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR NBC Universal Evolution Plan EIR

Bonstelle, Sheri L. <syb@jmbm.com> **Fri, Feb 4, 2011 at 3:03 PM**
To: jon.foreman@lacity.org
Cc: "Bonstelle, Sheri L." <syb@jmbm.com>

Jon,
Attached is a letter setting forth the comments of Forest Lawn Memorial-Park Association to the NBC Universal Evolution Plan EIR (ENV-2007-0254-EIR).

Thank you,
Sheri

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Sheri Bonstelle of
JMBM | Jeffer Mangels Butler & Mitchell LLP
1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067

(310) 712-6847 Direct
(310) 712-3377 Fax
SBonstelle@jmbm.com
JMBM.com

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JMBM | Jeffer Mangels Butler & Mitchell LLP

Sheri L. Bonstelle
Direct: (310) 712-6847
Fax: (310) 712-3377
SBonstelle@jmbm.com

1900 Avenue of the Stars, 7th Floor
Los Angeles, California 90067-4308
(310) 203-8080 (310) 203-0567 Fax
www.jmbm.com

February 4, 2011

VIA MAIL AND E-MAIL

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
jon.foreman@lacity.org

Re: NBC Universal Evolution Plan EIR
ENV-2007-0254-EIR

Dear Jon:

This firm represents Forest Lawn Memorial-Park Association ("Forest Lawn") with respect to the cemetery and mortuary operations at Forest Lawn's Hollywood Hills facility, located at 6300 Forest Lawn Drive, Los Angeles, CA.

Forest Lawn is a unique use, where serenity, quiet and calm are critical for loved ones visiting and grieving the deceased. Forest Lawn has concerns regarding coordination during construction of the NBC Universal project with the ongoing use of Forest Lawn's facilities. Any increase in traffic congestion, and related noise and visual blight, significantly affect Forest Lawn's visitors. This memorial park is located along one of the proposed haul routes on Forest Lawn Drive between the NBC Universal project site and the Forest Lawn Drive/Route 134 intersection. The NBC Universal Evolution Plan EIR (the "EIR") does not identify the significant effect in terms of noise, traffic, air quality and visual blight that the construction and hauling may have on Forest Lawn's visitors and does not address the necessary coordination with Forest Lawn's existing operations. As such, we propose the following measures to coordinate construction with Forest Lawn's use and to minimize impacts on Forest Lawn's visitors.

1. Construction Management Plan. The EIR should require a detailed construction management plan for the entire term of construction of the project, which includes:

(a) *First priority traffic flow for funeral processions.* Processional traffic along Forest Lawn Drive entering or exiting the Forest Lawn property shall have first priority over moving construction equipment or roadway stoppages. All modifications to traffic signals shall also provide first priority to funeral processions along Forest Lawn Drive.

(b) *Regular meetings with Forest Lawn to discuss and coordinate schedules for major roadwork, including any lane closures on Forest Lawn Drive between Barham Boulevard and the 134 Freeway.* Prior to and during the work along Forest Lawn Drive, the applicant shall set regular meetings to advise Forest Lawn of the construction schedule, and to coordinate with Forest Lawn's existing haul route and ongoing cemetery operations.

(c) *72-hour notice of any major impairments to Forest Lawn Drive.* Forest Lawn shall also receive 72-hour notice of any impairments to Forest Lawn Drive and access to the 134 freeway. These impairments include any lane closures, signalization work, or work requiring use of large construction equipment.

(d) *No construction on weekends and holidays that affects the use of Forest Lawn Drive.* The EIR limits construction to 7am to 7pm on weekdays, but allows construction on Saturdays from 8am to 5pm. As many thousands visit Forest Lawn to mourn the deceased or attend events on the weekends, none of the construction vehicles shall use Forest Lawn Drive for access to the project or for hauling on Saturday. No construction or hauling shall occur on a Sunday or any holiday. These holidays shall include all Federal, State and local holidays, and all Jewish, Christian and Armenian religious holidays.

(e) *No street parking, staging or idling of construction vehicles on Forest Lawn Drive.* No vehicles will be parked, staged or idle along Forest Lawn Drive during construction. Any large vehicles for work on significant roadway and utility work that must remain at the location, shall be shielded to obscure their view from the street and Forest Lawn property.

(f) *Mitigation measures to eliminate visual impairment along Forest Lawn Drive during construction.* During any extended construction period along Forest Lawn Drive, any parked vehicles and maintenance of any road barriers shall be fully screened from view.

(g) *Direct 24-hour access to construction management personnel.* The applicant shall provide Forest Lawn with direct contact with decision-making construction management personnel to identify any concerns and coordinate construction and Forest Lawn event schedules. The personnel shall be readily available during construction hours, and an emergency contact shall be provided during non-construction hours.

2. Noise Mitigation. The level of noise that would occur during the construction of the Level 3 off-site roadway improvements will result in significant short-term impacts for uses within 1,500 feet of the construction, including Forest Lawn. During excavation and grading, the EIR identifies the noise level at between 74 and 86 dBA (Section IV.B.1, p720). The maximum noise increase above ambient that would occur along the haul route on Forest Lawn Drive is 6.9 dBA, which could have significant impacts, because it exceeds the established threshold of 5 dBA (Section IV, page 1009) when the haul trips equal or exceed 78 haul trips per hour. Both construction noise and heightened ambient noise after construction are key concerns to Forest Lawn and its visitors. Therefore, the EIR should include the following mitigation measures:

(a) *The applicant shall monitor the noise level at the Forest Lawn property, and for any increase in noise of 5 dBA above ambient levels, the applicant shall either (i) use an alternate haul route that does not proceed on Forest Lawn Drive in front of the Forest Lawn property, (ii) haul at alternate times, such as at night, when Forest Lawn is closed, or (iii) reduce the number of haul trips to less than 78 trips per hour to reduce the noise level to less than 5 dBA above ambient.* The construction of a noise barrier along Forest Lawn Drive at the Forest Lawn property is not a feasible noise mitigation measure due to Forest Lawn's hilltop operations and the need to minimize visual impairment and sound reflection.

(b) *Any temporary construction activity that cannot be reduced to less than 70 dBA as measured at Forest Lawn's property, shall be noticed and coordinated 72-hours in advance so as to not interfere with cemetery services.* The 2006 Office of Noise Control, California Department of Health Services included in the Los Angeles CEQA Thresholds Guide, Section 1.2, identifies 70-80 dBA as "normally unacceptable" noise levels for cemetery use and over 80 dBA as "clearly unacceptable" noise levels. An analysis of noise reduction requirements are required for normally unacceptable uses during construction.

(c) *As part of the regular meetings with Forest Lawn described above, a clear schedule of the work shall be provided and regularly updated that identifies and coordinates periods of use of loud equipment.*

3. Utilities Mitigation. The EIR identifies significant utility work in the Multi-Use Residential Zone that will require modifications to the utilities (water, sewer, gas, electrical) along Barham Boulevard, and will involve trench work along Barham Boulevard (Section V, p. 1972). In the event that any utilities along Forest Lawn Drive are affected, Forest Lawn should receive prior notice. As such, the EIR should require the following additional mitigation measures:

(a) *The applicant shall provide Forest Lawn 72-hour notice of any major impairments to utility service to Forest Lawn.*

(b) *The applicant shall provide Forest Lawn a temporary utility connection for any extended disruptions to utility service to Forest Lawn, including water (potable and non-potable), sewer, gas or electrical.*

4. Shuttle Route Coordination. The EIR (Section IV.B.1, p666) states that the project residents will have access to shuttle services for at least 20 years to Burbank, Downtown Los Angeles, Universal Metro Station and other areas, and that these routes will be decided at a later date and approved by LADOT. The shuttle stop is located at the Lakeside Plaza Drive Transit Center on the northeast side of the project near the exit at Barham Boulevard and Forest Lawn Drive. The EIR should include the following mitigation measure:

(a) *The applicant shall provide proposed shuttle routes along Forest Lawn Drive to Forest Lawn at the same time the routes are submitted to LADOT, so that Forest Lawn may*

review and provide comment to LADOT to avoid any conflicts with Forest Lawn's funeral processions and events.

5. Parks/Recreation. The EIR (Section IV.K.4) analyzes the 13.5 acres of park space and recreation area, including bike trails, located on the project site, and evaluates connections to the LA River and public park improvements required for new projects (such as trails, picnic and scenic areas). However the EIR does not specifically evaluate the bike, vehicle and pedestrian access to the Griffith Park trails, which may be reached directly from Forest Lawn Drive and will likely be heavily utilized by project residents. At certain points on Forest Lawn Drive, the sidewalk reduces to five feet in width to accommodate street widening. *The EIR should specifically evaluate the bike and pedestrian traffic from the project along Forest Lawn Drive to Griffith Park, and determine whether the proposed bike trail and sidewalk widths sufficiently accommodate these users and whether the applicant should construct additional trails and sidewalk areas.*

6. Traffic Mitigation. The traffic volumes at the intersection of Forest Lawn Drive and Barham Boulevard will increase from LOS E/D to LOS F/F even after the funded improvements. The EIR sets forth a street configuration (Figure 81C, p. 918) that includes street widening and additional turn lanes; but does not fully mitigate the increased traffic at this intersection. Therefore, the EIR should include the following mitigation measures:

(a) *The EIR shall evaluate alternative mitigation measures that reduce the peak traffic service levels at the Barham Boulevard/ Forest Lawn Drive intersection to the current traffic levels of LOS E/D.*

(b) *At the Forest Lawn Drive/Route 134 intersections, Forest Lawn Drive and the on and off-ramps shall be at least two lanes in width along the entire length of the street and ramp.*

(c) *During construction, a minimum of two lanes of through traffic shall be maintained on Forest Lawn Drive in both directions at all times.*

Forest Lawn looks forward to a good cooperative relationship with its neighbor NBC Universal during construction of the project and into the future. Forest Lawn requests the above mitigation measures to maintain the necessary quiet and visually pleasing environment necessary for its operations and to ensure minimal disruption to its visitors during the extended NBC Universal project construction period.

Sincerely,

Sheri Bonstelle

SHERI L. BONSTELLE of
Jeffer Mangels Butler & Mitchell LLP

SLB:slb

Letter No. 45

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan Draft EIR

Don Andres <andres2007@sbcglobal.net> **Thu, Feb 3, 2011 at 4:40 PM**
To: jon.foreman@lacity.org, councilmember.labonge@lacity.org, mayor@lacity.org, zev@bos.lacounty.gov
Cc: Don Andres <andres2007@sbcglobal.net>, Marian Dodge <president@hillsidefederation.org>

Please see the enclosed per the subject of this email.

Don

Don Andres

andres2007@sbcglobal.net

323.333.7445 (cell)

Letter on Universal project.doc
952K

Franklin / Hollywood Boulevard West Homeowners Association
7470 Franklin Avenue
Hollywood, CA 90046-2242
323-333-7445

2 February 2011

Jon Foreman, Senior City Planner
Department of City Planning
City Hall, Room 601
200 N. Spring Street
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan DEIR --- ENV-2007-0254-EIR

Dear Mr. Foreman:

The purpose of this letter is to request a serious review of the proposed Universal City Master Plan to develop their site over the next 20 years. Their proposal contains development and improvements to the area that will bring-in thousands of more people, resulting in an area that is already thoroughly congested and violating the air quality, transportation, and solid waste conditions and standards. It is unfathomable that the City of Los Angeles would further disrupt the quality of life of its existing neighborhood residents for the sack of added business/revenue. Having driven through the area at 7:00 pm last night, it is already currently totally congested with traffic, poor air quality, road rage, etc.

The paragraph below is from the Hillside Federation Letter dated 29 January 2011 on the same subject, and provides further details of the concern.

> **NBC Universal must pay for all costs of traffic mitigation.**
> NBC Universal's impact on traffic in the immediate area including Cahuenga Pass, Hollywood Manor, Hollywood Knolls and Studio City is already heavily congested. Access in and out of local neighborhood streets is currently unsafe. Building millions more out-of-scale and incompatible square feet when existing hazardous traffic levels are permitted to exist will create a permanent bottleneck that will be overwhelming to the immediate residential communities. With existing traffic congestion unmitigated how can surrounding communities tolerate more development? Hemmed in by the Santa Monica Mountains, historic Campo de Cahuenga, the Los Angeles River, and Griffith Park, there is simply no convenient place for the traffic to go. NBC Universal must pay CalTrans or DOT for any and all costs of traffic mitigations approved by the community.

Additionally, this Universal City Project needs to be reviewed in the context of the other developments proposed in the area --- the cumulative effect is overwhelming and a tremendous strain to the several neighborhoods in the area.

Your attention in this matter is greatly needed. Thank you.

Sincerely,

Donald H. Andres, President
Franklin/Hollywood Boulevard West HOA
andres2007@sbcglobal.net

Cc: Marian Dodge, President – Hillside Federation
Mayor Anthony Villaraigosa
Councilman Tom LaBonge
Supervisor Zev Yaroslavsky

Letter No. 46

Jon Foreman <jon.foreman@lacity.org>

NBC-UNIVERSAL DEIR comment letter

Gerry Hans <gerry@friendsofgriffithpark.org> **Fri, Feb 4, 2011 at 10:36 AM**
To: jon.foreman@lacity.org

Mr. Jon Foreman,

Please accept the attached pdf document as our comments regarding the NBC-Universal Evolution DEIR.
Our hard-copy letter has been sent via US Mail, as well.

Thank you,
Gerry Hans
President
Friends of Griffith Park

2011 Feb 4 FoGP NBC-UNIVERSAL DEIR.PDF
3681K

2/4

Friends of Griffith Park
P.O. Box 27573
Los Angeles, CA 90027-0573
friendsofgriffithpark.org

February 3, 2011

Mr. Jon Foreman
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

Mr. Foreman:

Friends of Griffith Park is a charitable non-profit organization focused on advocacy, service, education, and support of Griffith Park. We recognize that events outside of the park's borders can greatly impact the park's natural balance and the many ways that the citizens of Los Angeles use the park for their recreational activities. By advocating for the vitality of nature and recreation in Griffith Park, we also advocate for the overall health of the Santa Monica Mountains Range and the Los Angeles River Corridor region.

Our comments to follow in this letter are grounded with the fact that Griffith Park is the largest natural wilderness within Los Angeles city limits, containing numerous distinct ecosystems that nurture significant populations of native plants and wildlife species. The Park is designated by the University of California at Los Angeles as a County of Los Angeles Critical Environmental Area, and is an essential link in the Southern California wildlife corridor stretching from the Santa Monica Mountains to the Verdugo Mountain Range. Griffith Park is a part of the Santa Monica Mountains Range, as is the NBC Universal property.

Regionally, these habitat areas are within the California Floristic Province, one of 34 biodiversity hotspots for conservation worldwide according to Conservation International. This area is designated as such due to its high levels of diversity, endemism, and the degree to which it is threatened. These Mediterranean-climate habitat areas are severely limited worldwide, and are being lost at a high rate, a rate much faster than tropical rain forests are being lost.

Finally, Griffith Park is a Historic-Cultural Monument, a designation bestowed upon cultural and historic treasures by the City of Los Angeles.

We submit the following concerns based upon our reading and understanding of the NBC Universal Evolution Plan.

COMMENTS:

Large missing study area:
A very large area east of the proposed Project has not been considered in the DEIR. In particular, areas east are missing in the biota and traffic sections. Griffith Park is the most obvious large neighbor to the east, and the DEIR discounts and obfuscates the proposed Project's impacts on Griffith Park. The DEIR claims Griffith Park is *"approximately one mile east"* of the proposed Project and *"is not directly connected to the habitats on the project site"*. In fact, Griffith Park is considerably closer than one mile to the proposed Project site. Furthermore, significant areas of open space directly east of Barham Blvd provide excellent connectivity to the project site, yet the DEIR avoids reference to that open space between the proposed Project and Griffith Park. Including the open space areas just east of Barham, the total amount of intact native habitat is considerably larger than the 4300+ acres of Griffith Park itself.

The impacts to Griffith Park by such a grandiose development include biological, traffic, light/glare, and noise/visual, all at critical proportions. Especially for a park that fulfills passive recreational needs for so many residents and for a park that is comprised of such rich and diverse ecosystems, these impacts deserve to be studied to see if they can be mitigated or the scale of the project should be reduced.

Cumulative Impact:
Much more attention should be paid to the wholesale environmental impact resulting from the simultaneous development of multiple projects of significance within a close vicinity east of the proposed Project, including: Forest Lawn Hollywood Hills, Oakwood Apartments, Headworks, and the Headworks-adjacent wetlands project in the "spreading grounds" area of Griffith Park. Portions of these proposed developments contain large amounts of relatively undisturbed habitat from both a geological and biological perspective. Natural ecosystems are present including large mammals. The collective loss of this habitat represents a massive reduction of open space within the eastern portion of the Santa Monica Mountain Range. The possible degradation of biological resources, including its consequent impact on recreational use such as nature hiking should be viewed holistically.

Care should be taken such that simultaneous development of these projects not result in the collapse of native ecosystems, loss of wild species, and loss of corridors and "stepping stone" areas critical to the maintenance of healthy species genepools, even for ecosystems which may be much further away. The eastern edge of the Santa Monica Mountain range is under heavy development if one looks at it from an overall cumulative prospective, as required by CEQA. (more comment on wildlife corridors to follow)

Cumulative impacts for traffic are even further accelerated with the concurrent MTA development on the west side of the proposed Project, in addition to the projects proposed on the eastern side. Insufficient infrastructure is in place to accommodate the potential increase in traffic, and additional proposed infrastructure does little to avert a significant choked traffic scenario for the local area.

Lack of Credence to LA River Corridor Plans:
The Los Angeles River should be a major consideration for the Project. Referring to it as a "channel", the Plan shows lack of vision into the next decades and centuries when those channels may gradually disappear on their own, if not be removed manually to lend nature a hand. The Plan also shows little coordination with two overriding plans which aim to drive positive change for a 50-plus mile stretch of the Los Angeles River: 1) the Los Angeles City Revitalization Master Plan and 2) the County Los Angeles River Master Plan. Of particular concern is that the proposed Project does not promote increased public access and usage. Continuity of a bicycle path along the river is paramount, in addition to enhancing contiguous greenways all along the river for public enjoyment and usage.

Portions of the Los Angeles River flowing through and abutting Griffith Park are already being reclaimed as a natural riparian zone and exhibit an exceptional degree of biodiversity in its plants, mollusks, fish, reptiles, amphibians, birdlife, and mammals. In the future, the Los Angeles River will serve a more vital role as prime habitat for wildlife and a valuable means for wildlife movement between relatively isolated habitats. This is an important aspect to be considered when roads and infrastructure separate habitats, such the separation of Elysian Park and Griffith Park, and the separation of Griffith Park and the NBC Universal complex.

Consistency and coordination with the outstanding river plans will be demanded by the City and County of Los Angeles, or by their citizens. Therefore, a Supplemental DEIR which mitigates and/or changes the proposed Project such that the goals of the two river master plans are sufficiently and aptly met is mandatory.

Traffic and Impact on Griffith Park
The DEIR shows studies conducted far to the west of the project site, yet to the east the traffic study terminates at the Forest Lawn Drive / Zoo Drive / Interstate-5 location. Especially since the proposed Project calls for the widening of Forest Lawn Drive within Griffith Park itself, the study falls short in analyzing the impact on Griffith Park. There is reason to believe the impact could be frighteningly significant, especially to anyone that frequents Griffith Park during rush hour!

The vehicular through-traffic, in both directions, from Forest Lawn / Zoo Drive, continuing past the Autry complex, continuing to Crystal Spring Drive, has been on an increase over

the last few years. With Burbank Studio parking structures now on Forest Lawn Drive, putting many studio employees convenient to Forest Lawn Drive, more commuters now use Griffith Park to bypass the Interstate system, especially at rush hours. To add to the traffic on Forest Lawn Drive – an inevitable result of it being widened - will certainly add traffic to Griffith Park, particularly Zoo Drive and Crystal Springs Drive.

"Quality of experience" is an attribute that park users expect "above and beyond" that which one expects in a non-park setting. In CEQA terms, the impacts are the noise, the air pollution, and the degradation of viewshed which traffic causes. Even more important is the safety considerations when the roads of the park are being shared with runners, hikers, bicyclists, and picnickers crossing a road in search of a relaxing spot.

Additionally, the DEIR indicates widening the I-5 / Forest Lawn connections, but does not elaborate on impacts on the Martinez Area facility, the adjacent equestrian trails, nor the equestrian activities held at that location periodically.

Anecdotally, it is well-known that wildlife kill rates on Forest Lawn Drive are very high. Road-killed bobcats have been documented on Forest Lawn Drive, in fact. The Plan does not include a proper study of animal movement across that road, and does not offer any mitigative measures such as a wildlife bridge or culvert.

The widening of Forest Lawn Drive needs much further research and study. This should be an important aspect of a Supplemental DEIR. The Supplemental DEIR should include alternatives to the widening of Forest Lawn Drive and measures that will reduce traffic flow into Griffith Park.

Biological Resources and Wildlife Corridors

The destruction of such a large amount of open space, especially the loss of many which are the richest of habitats - oak woodland and native oak-walnut areas - is excessive and unwarranted. Support and protection of wildlife in the severely limited remaining habitat is questionable, given the proposed surrounding infrastructure.

In the context of providing, at a minimum, areas of linkage for wildlife movement across the property, the Plan offers few solutions. Although the DEIR recognizes that animals such as mule deer and California quail are seen on the property currently, it fails to recognize that these animals are not simply urban-adapted species. These are species that require large habitat area for success. They require connectivity to other areas, namely the areas to the west, across Cahuenga Pass, and the area to the east, Griffith Park. Their mere presence illustrates the importance of this property as a connector to larger habitat areas. Yet, the DEIR erroneously claims *"The Project Site does not act as a true wildlife corridor, movement pathway, or linkage between larger habitat areas for terrestrial wildlife."* We suggest that loss of native habitat on the Project Site could be the "straw that broke the camel's back". These mini-ecosystems can not be replicated in a place of

importance simply by replanting oak trees as a mitigation measure at a different location. There is no location as important as the location where these habitats now exist. Nor can these mini-ecosystems ever be replicated, at all.

The impact of the proposed project on wildlife connectivity needs to be addressed further to resolve inconsistencies of claims and facts. This may result in no other choice but a drastically reduced project scope and smarter allowance for linkage habitats to be placed strategically across the property, allowing for wildlife movement with minimal mortality.

Regarding specific fauna not surveyed on the proposed site, we suggest a thorough survey be conducted of bat species present. The DEIR suggests that the Western Red Bat (a species of special concern) "has low potential to roost and forage on-site". Yet they are documented close-by in Griffith Park (Remington-Cooper, 2009). The ponds and the buildings on the Project Site may be perfect attractors for various bat species.

The Western Grey Squirrel is mentioned as an urban-adapted species. The DEIR may be in error on that fact, and since the Western Grey Squirrel was not found on the property, the researchers may be confusing it with the Eastern Fox Squirrel.

Historic-Cultural Monument

Griffith Park, as a Historic-Cultural Monument, must be respected as such by all projects which may affect it. A significant impact which should be studied in that regard is the visual impact from the park's upper terrain, especially considering the major lighting and structural build-out of the proposed Project. The LA City Cultural Heritage Commission has jurisdiction over these sensitive historical and cultural elements. Accordingly, they should be advised for consultation and entitlements.

Summary

Respectfully, the concerns highlighted in this letter have not been adequately considered and/or mitigation measures have not been adequately addressed. For this reason, we suggest that a Supplemental DEIR is necessary to address all of these concerns so that further comment can be made, prior to moving forward with a final EIR. Assuming this is the procedure NBC Universal Evolution Plan will choose, it is our overall opinion that the scope of the project must be reduced drastically in order to fully comply with CEQA mitigation requirements.

Sincerely,

Gerry Hans
President
Friends of Griffith Park

Letter No. 47

Hill Lithograph
28310 Roadside Drive
Agoura Hills, CA 91301
(213) 706-0573

RECEIVED
JAN 13 2011
BY: Impalazar

January 11, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File ENV-2007-0254-EIR

Dear Mr. Foreman,

The Draft EIR prepared by the City of Los Angeles provides a compelling reason why the Universal Plan should be endorsed — 43,000 jobs!

When so many people are out of work, why wouldn't we help one of our major studio's bring more jobs to the area? And most of these workers will turn around and spend the money right here. Let's reduce unemployment and keep the entertainment business strong. L.A. needs work and needs to support this plan.

Sincerely,

Stephen Wurtzel
President

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 48

Jon Foreman <jon.foreman@lacity.org>

Hollywood Chamber of Commerce response to NBC/U Evolution Draft EIR (file # ENV-2007-0254-EIR)

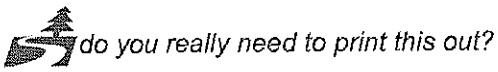
1 message

Shahenian, Nicole <Nicole@hollywoodchamber.net> **Wed, Jan 26, 2011 at 3:33 PM**
To: jon.foreman@lacity.org
Cc: mayor@lacity.org, zev@bos.lacounty.gov, Stacy Marble <Stacy.Marble@lacity.org>, councilmember.Labonge@lacity.org, FGKrisiloff@bos.lacounty.gov, councilmember.reyes@lacity.org, michael.lograndе@lacity.org, rbruckner@planning.lacounty.gov, darnell.tyler@nbcuni.com, sharon.shapiro@lacity.org

Please find the attached comments from the Hollywood Chamber of Commerce regarding the NBC/U Evolution Draft EIR.

Warmest Regards,

Nicole Shahenian

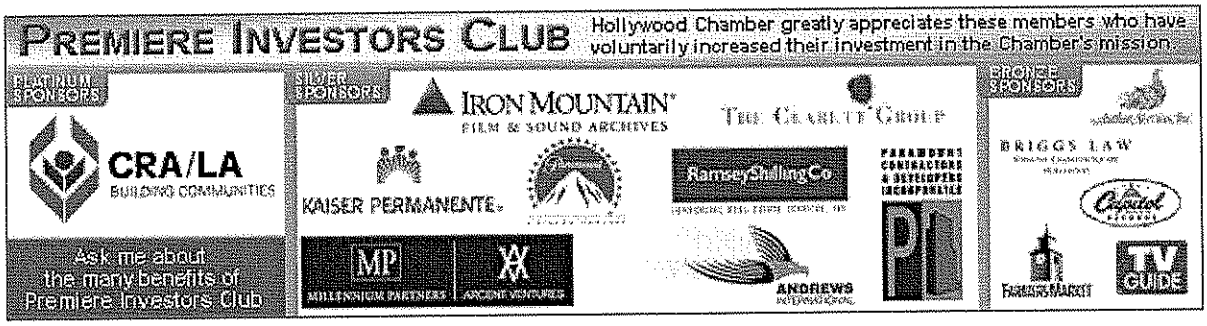


Nicole Janelle Shahenian
Vice President, Public Policy

7018 Hollywood Blvd.
Hollywood, CA 90028
Tel: 323 469 8311 ext. 14
Direct: 323 468 1373
Fax: 323 469 2805

Promoting Hollywood
Assisting the Community
Creating a Strong Economy
Political & Legislative Action
Networking & Promoting Your Business

"Hail-A-Taxi"



01.26.11 NBC-U Evolution Comments. pdf
335K

HOLLYWOOD
CHAMBER OF COMMERCE

RECEIVED
JAN 27 2011
BY: Msalazar

January 26, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

On behalf of the Hollywood Chamber of Commerce, which represents nearly 1,000 businesses in the greater Hollywood area, I am writing in response to the Draft Environmental Impact Report (DEIR) of the NBC Universal Evolution Plan. More than a year ago, the Hollywood Chamber's Economic Development Committee established a NBC/U subcommittee to ensure that our concerns and issues were addressed.

After careful review of the DEIR, the Chamber's subcommittee respectfully submits the following recommendations to the Evolution Plan:

1. To further the "live/work" model of Evolution, a major grocery store (50,000-sq.ft. range) including a pharmacy and multiple departments, to serve the daily needs of the residents and office users, should be considered as part of the 115,000 square foot retail component. The additional remaining retail space should include a dry cleaner and a number of specialty restaurants.

2. The developers should continue to explore innovative ideas to reduce traffic for NBC/U residents and office users by offering incentive programs to encourage use of the planned bus service and Metro to and from downtown Hollywood.

3. A long-term funding mechanism should be established with area bus transportation companies to ensure that bus service is retained on a continuing basis.

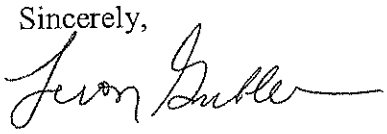
4. The Hollywood business community should be actively involved in the planning of bus route and stops for the NBC/U project.

5. Timely notification should be given to businesses & residents in Hollywood for pending lane & road closures and alternate routes during each phase of the construction.

6. Believing that home ownership fosters a long-term commitment to the community, the Evolution project should strive for an adequate mixture of home ownership and rental units within the project.

The Hollywood Chamber Board of Directors has voted unanimously to support these recommendations and endorses NBC Universal's Evolution Plan. We look forward to working with you to bring the NBC/U Evolution project into fruition.

Sincerely,



Leron Gubler
President & CEO

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, 3rd District
Hon. Tom LaBonge, City Councilman, 4th District
Hon. Ed Reyes, City Councilman, 1st District
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Darnell Tyler, NBC Universal

Letter No. 49

Mariana Salazar <mariana.salazar@lacity.org>

Fwd: UNIVERSAL STUDIONS DEIR RESPONSE

Jon Foreman <jon.foreman@lacity.org> **Mon, Feb 7, 2011 at 12:20 PM**
To: "Salazar, Mariana" <mariana.salazar@lacity.org>

---------- Forwarded message ----------
From: **Patti Negri** <pinkkaire@aol.com>
Date: Fri, Feb 4, 2011 at 9:05 PM
Subject: UNIVERSAL STUDIONS DEIR RESPONSE
To: jon.foreman@lacity.org
Cc: pinkkaire@aol.com

HDCAlogo

Hollywood Dell Civic Association

P.O. Box 93094
Hollywood, CA 90093
www.HollywoodDell.com

February 4, 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:
I am writing on behalf of the Hollywood Dell Civic Association to express our belief
that the Draft Environmental Impact Report (City of Los Angeles File No.: ENV-2007-0254-EIR)published by the City of Los Angeles, Department of Planning, on behalf ofthe NBC Universal Evolution Plan has not adequately addressed, or it has improperly considered, a number of issues regarding the proposed project, and that certain impacts would result from the proposed project that would have serious short and long term negative effects on the communities served by this organization and the interests of our members.

Considering the length, complexity and necessity for expert review of many portions contained in the DEIR and all supporting documents, our organization has not been allowed adequate time - nor do we possess the necessary resources or access to professional consultation - that is needed to adequately respond within the DEIR response period.

This letter serves to notify you that we agree with and support the comments and questions submitted by Communities United for Smart Growth included in their submitted response to the DEIR. Further this organization reserves all rights to comment and provide additional relevant information at some future date, without reservation and as allowed us by all past, present and future administrative processes.

Sincerely,

Patti Negri
President
Hollywood Dell Civic Association
www.HollywoodDell.com
323.465.8407

Patti Negri
Brain Brew Entertainment
6324 Ivarene Avenue, Hollywood, CA 90068
323.461.0640 Work / 323.573.2102 Cell / 323.465.8407 Home
Brain Brew Official Website | Two Minute Promo
Facebook | YouTube | IMDB

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Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 N. Spring St., City Hall, Room 273
Los Angeles, CA 90012
Tel: 213-978-1888
Fax: 213-978-6566
jon.foreman@lacity.org

Universal letter re DEIR.docx
19K

Hollywood Dell Civic Association
P.O. Box 93094

Hollywood, CA 90093

www.HollywoodDell.com

February 4, 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing on behalf of the Hollywood Dell Civic Association to express our belief that the Draft Environmental Impact Report (City of Los Angeles File No.: ENV-2007-0254-EIR)published by the City of Los Angeles, Department of Planning, on behalf ofthe NBC Universal Evolution Plan has not adequately addressed, or it has improperly considered, a number of issues regarding the proposed project, and that certain impacts would result from the proposed project that would have serious short and long term negative effects on the communities served by this organization and the interests of our members.

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Sincerely,

Patti Negri
President
Hollywood Dell Civic Association
www.HollywoodDell.com
323.465.8407

Letter No. 50

Hollywood Knolls Community Club

3360 Barham Boulevard, Hollywood, CA 90068 **(323) 436-0364**

February 4, 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

The Board of Directors of Hollywood Knolls Community Club (HKCC) thanks you, the City of Los Angeles and the County of Los Angeles for the opportunity to respond in writing to the proposed NBC Universal Evolution Plan Draft Environmental Impact Report. HKCC is the residents' association covering close to 800 homes in the Hollywood Knolls, Hollywood Manor and Lakeridge Estates. Our physical proximity to the proposed project makes us especially concerned with all aspects of it.

As Board President, I've asked representatives of all three neighborhoods to respond with comments, questions and concerns that are specific to their neighborhoods. Therefore, two individual sections: Hollywood Knolls/Lakeridge Estates and Hollywood Manor, follow below. While there are certainly areas of overlap and redundancy between the two sections, our concerns are major enough to warrant repeating some of them more than once.

Additionally, as a member of the Communities United for Smart Growth (CUSG) organization, the HKCC would like to go on record as fully supporting the comments and questions submitted by CUSG included in their submitted response to the DEIR. Further this organization reserves all rights to comment and provide additional relevant information at some future date, without reservation and as allowed us by all past, present and future administrative processes.

HOLLYWOOD KNOLLS/LAKERIDGE ESTATES

The Hollywood Knolls and the adjacent Lakeridge Estates neighborhoods are primarily single-family, residential areas a short distance to the Universal site. The residents of those two neighborhoods have comments and questions about the NBC Universal DEIR, specific to them. They are as follows:

24

On page 39 of the DEIR, it states that "the proposed Project . . . would not disrupt, divide or isolate the existing Hollywood Knolls area." How is this conclusion reached in the face of what is described in the DEIR as "significant and unavoidable impacts . . . with regard to . . . air quality . . . noise . . . transportation . . . [and] solid waste."

Barham Blvd. is far from the "protective barrier" described, and is actually the root of many of the problems that will affect the Knolls. Indeed, the "physical barrier" of Barham will not be a barrier at all in terms of traffic consequences for our neighborhood, noise, pollution, loss of vegetation and natural habitat, loss of views, and a myriad of consequences both from the 20-year construction process as well as the project itself.

Both the Knolls and Lakeridge, situated at a corner orientation to the heavily trafficked Cahuenga and Barham Blvds, are especially prone to excessive cut-through traffic. Several years ago, the neighborhood petitioned the City for signs on Cahuenga East, prohibiting right hand turns off of Cahuenga into the neighborhood (Benda and Hollycrest) during morning rush hour to mitigate the cut-through traffic. The City acknowledged that this problem existed and was bad enough to warrant installing no-right-turn (during morning hours) signs. Some of the more popular cut-through routes are as follows:

- Cahuenga East to Hollycrest Drive to Primera to Lake Hollywood Drive to Barham Blvd.
- Cahuenga East to Benda to Primera to Lake Hollywood Drive to Barham Blvd.
- Cahuenga East to Lakeridge Place to Wonder View Drive to Tareco to Wonder View Drive to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd.
- Franklin Ave to Beachwood Drive to Ledgewood Drive to Mulholland to Tahoe to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd.
- Cahuenga East to Hollycrest Drive to Benda to North Knoll Drive to Lindo to La Falda to Lake Hollywood Drive to Barham Blvd.

Were these cut-through routes studied as part of the preparation of the DEIR to determine how the admitted increase in traffic, especially along Cahuenga East, Cahuenga West and Barham Blvd. (northbound and southbound), would exacerbate this already significant problem? What specific mitigations have been planned to make sure that cut-through traffic does not increase as a result of additional traffic demands on Cahuenga East, Cahuenga West, and Barham (in both directions), particularly during morning and afternoon rush hours?

Page 904 of the DEIR contains Figure 73B, showing "Potential Neighborhood Intrusion Impacts." According to Figure 73B, neither the Hollywood Knolls nor Lakeridge Estates neighborhoods are shown to have any such potential impacts. Logically, this conclusion must be erroneous as it assumes that the admitted extra traffic load on the 101 (northbound and southbound) and on Cahuenga East and Cahuenga West would not spill onto our local streets. What was the basis of the conclusion that traffic on these main arteries would STAY on these main arteries — a completely different scenario from the current situation?

What studies were made of the Hollywood Knolls and Lakeridge neighborhoods to determine what impact the project would have regarding traffic conditions on the local streets, and how did you reach the conclusion that there would be no negative impact?
Further, and of great concern to our neighborhoods, increased traffic on the main traffic arteries will mean inevitably delays in emergency services (particularly fire, ambulance and police). What steps are being taken to ensure that resident access to vital and potentially life-saving emergency services remains the same (if not improve)?

Three major intersections vital to our neighborhoods--Cahuenga East/Barham, Cahuenga West/Barham, and Barham/Lake Hollywood Drive -- are all considered to be at Failure levels already. Therefore, any increase in traffic through these intersections makes the existing Failure condition that much worse. Therefore, how would it not make traffic on the streets radiating out from those intersections worse?

It should be noted that, in the above discussion, the Hollywood Knolls and Lakeridge Estates neighborhoods are equally affected by all of the traffic problems. Why was Lakeridge Estates not included at all in the discussion of how the neighborhoods immediately next to the Universal project would be affected by all of the negative impacts of construction and ultimate occupancy? One of the proposed traffic mitigations is the use of shuttle buses going to and from the new residential property. Your studies assume that a certain percentage of the residents would use this service, and then you extrapolate that fact to project the ultimate traffic mitigation. The car culture of Los Angeles and the fact that the Universal site is not within an urban grid make it a unique situation, and the use of data from other cities in the United States is therefore not valid. What historical benchmarks for usage levels of shuttle services were used from the City of Los Angeles that supports the assumptions in the DEIR regarding expected shuttle usage? Our own expectation is that residents – both existing residents as well as new residents who live in the additional units sought to be constructed as part of the Universal expansion project – will not use the shuttle services in the expected percentages.

This belief is particularly true for the proposed shuttle route from Lakeside Plaza to Hollywood and West Hollywood, because (a) residents would first have to drive or walk from their homes to Lakeside Plaza to get to the shuttle pickup site, (b) those who drive would need to find parking spaces for their cars (and the DEIR does not appear to propose any new parking structures in proximity to the shuttle pickup and drop-off sites), (c) unless free parking is provided, the obligation to pay for parking during the day will be a deterrent to use of the shuttle service, (d) the shuttle vans will have to navigate the same traffic-choked Barham Blvd. and 101 as residents would have to travel in their own vehicles (there is no carpool lane available on either Barham or the 101 to facilitate faster movement for the shuttle vans), (e) as a result there will be no time saving from using the shuttle van, but instead additional commute time will be involved for residents to get to the shuttle pickup site, park their cars, walk from their parking spaces to the shuttle pickup site, and then wait for the shuttle van to depart at the appointed time, and (f) those using the shuttle service would be hostage to the shuttle service to return home after work, eliminating the freedom that comes with driving one's own vehicle and going wherever one wishes after the work day. We also note in this regard that the additional residential units are not in close proximity to the Metro Red Line station at Universal City, and therefore our expectation is that new residents who live in the new housing units will further choke our neighborhood's few main arteries and side streets as they drive from their homes to wherever they happen to work.

The DEIR contains a proposal for widening Barham Blvd. to include, among other things, a third southbound lane. How exactly would Barham be widened and a third lane added? Would sidewalks be eliminated? What would be the rationale behind eliminating sidewalks at the same time that you're trying to promote less car usage for short, neighborhood trips? Parking spaces would be eliminated on Barham from Lake Hollywood Drive to Coyote Canyon, leading to an admitted increase of people needing to park in that area to go up into our local, already at-capacity (in terms of parking and navigability) streets. What studies have been done to determine how much, if any, extra parking could be absorbed on the local streets? What allowances have been made for future growth of business/residences along Barham Blvd. in making these plans? For example, there used to be plenty of parking on Forest Lawn Drive, near the intersection of Barham. But the rapid growth of the New York Film Academy and other related business near that intersection has led to a serious problem of lack of adequate parking.

What would all the possible negative impacts of the widening of Barham construction be, and what are the proposed mitigations? Are these impacts being considered in and of themselves or in tandem with the negative impact from the construction and occupancy of the Universal site? For example, there is currently a middle turn lane running almost the entire length of Barham. This lane would apparently be eliminated in the widening project. As Barham is the only major artery connecting the 101 (and Fire Station 76) and our neighborhood, including Oakwood Apartments, how would emergency vehicles get through Barham during peak hours when currently it can take 40 minutes to go from Forest Lawn down to the 101?

Would there be visual blight, i.e. huge retaining walls, as a result of the widening of Barham given the hillside topography of Barham (particularly on the western side)? What would the impact of construction be in terms of traffic, noise and air pollution? What steps would be taken to ensure that these impacts are fully mitigated so that residents are not adversely affected? There will undoubtedly be the need to haul away dirt and construction debris. What are the planned haul routes and what will be their impacts in terms of traffic, noise and air pollution? What are the planned mitigations and how will they be monitored?

Our neighborhoods are full of all types of wildlife which would obviously be affected by any project of the magnitude as described in the DEIR. There is inadequate or no information in the DEIR regarding any acceptable studies on the short- and long-term negative impacts on the local and regional environment caused by 3,000 new homes, a massive construction project spanning over a period as long as 20 years, and the loss of existing open space.

There is inadequate or no information to verify that there are no challenged, potentially endangered or endangered species – flora and or fauna – in the project area.

There is inadequate or no information on the loss of native tree and plant species, including protected native oak species and other protected species including the California poppy (Eschscholzia Californica).

There is inadequate or no information on the potential loss of natural watershed, including recurring and seasonal vernal pools, crucial to the survival of native species.

There is indisputable evidence, including eyewitness and photographic evidence, that native species of deer, bobcat, coyote, opossum, raccoon and more are native inhabitants of the space proposed for destruction and development. Why is there no information – much less adequate information -- in the DEIR regarding the negative and potential negative impacts on these known native species? How does Universal intend to protect their native habitat? If they propose displacing native wildlife, there are no studies, reports, findings or recommendations made by credible biologists, herbologists or other qualified experts.

The proposed residential component would destroy an area that is an important part of the native and crucial migratory corridor for species in the Santa Monica mountain range. The DEIR has not adequately addressed the negative or potentially negative impacts on native species' genetic diversity that might or would come about because of the loss of this open space.

The proposed residential component would cause the destruction of vital temporary habitat for a number of migratory species, including the Canadian goose (Banta Canadensis). Why is the DEIR silent on the negative and potentially negative impact on those transitory species?

The DEIR (at p. 524) seeks to remove the corner of NBC Universal's property, at the southeastern boundary, from the Outer Corridor of the Mulholland Scenic Parkway Specific Plan. NBC Universal officials have recently revealed that they plan on using this location for a digital billboard. The placement of such a billboard at that location, adjacent to the residential neighborhoods of Hollywood Manor, Lakeridge Estates and the Hollywood Knolls, is unacceptable.

There is a "Disney" electronic billboard directly across Barham Blvd. The City has admitted that this billboard, operating at its normal light intensity is too bright and as a result, the sign currently operates at a greatly reduced power and is shut off after midnight. How would this problem be made any better with a second electronic billboard very close by? What studies have been made to assess the cumulative impact of these two billboards? How do these two billboards preserve and enhance the character of residential neighborhoods? What studies have been done to assess the risks to drivers and pedestrians who will be driving and walking through local intersections -- which are already in many cases Failure intersections – due to the distraction

caused by the bright light and changing scenes that will be emitted by a digital billboard? What studies have been done to assess the risk to local wildlife and birds as a result of this planned extra billboard?

The proposed plan would put an immense strain on already overburdened resources for our neighborhoods. For example, page 18 of the DEIR points out that the local public high school, Hollywood High, is already oversubscribed with 95% of attendees being from within the school's attendance boundaries. What is the plan to accommodate the extra students created by the new residential units without sacrificing quality of education or adding to the taxpayers' obligations? What studies were done to analyze the likely demographics of the new residential units' residents and the educational needs of K-12 aged children who will be resident in the new units? If Hollywood High is already overfilled beyond its capacity (as is admitted to be the case), where will the 9th-12th grade students who reside in the new units go to high school, and what will be the impact on all of the students who attend Hollywood High from the additional utilization from the new residents?

Our neighborhood's electrical infrastructure is already overburdened, causing frequent brownouts and blackouts particularly during rain storms or hot, summer weather. The DWP has told us that they are aware of the problem and blame overuse (the proliferation of home offices and big televisions, etc.), as well as the aging of the electrical infrastructure? How will our electrical service be adversely affected by a massive, new development requiring substantial electricity, less than half a mile away?

HOLLYWOOD MANOR

Why are the MTA Project on Lankershim Blvd. and the Evolution Plan being considered as two separate DEIRs? There is no doubt of the cumulative impact that these two projects, both involving NBC Universal, will have on the surrounding communities.

Hollywood Manor is a suburban community with the peculiarity of Barham being the only street available in and out of our immediate neighborhood. During rush hour traffic, it can currently take from 25 to 35 minutes to drive 1.1 mile on Barham. Currently Barham is a bottleneck at many intersections during the day. The consequences to the Manor, if we become part of the DEIR's stated "unavoidable and unmitigatable impacts" are immeasurable, as Barham, Cahuenga and the surrounding streets are not capable of handling the increase in traffic, even with the proposed "so called" mitigations.

The addition of the proposed 4 lane connecting road (Great Road") suggested to alleviate traffic congestion on Barham means that thousands of daily car trips will utilize this road, exposing the Manor especially those on the ridge, to additional traffic noise and air pollution.

The proposed removal of the berm will have an enormous impact, which is minimized in the DEIR. Originally touted in the CUP as reducing freeway noise by a significant amount, in this DEIR it says removing it will make little difference in noise levels. What is the explanation for this clear contradiction? When Universal graded the hills which protected our homes from noise, and pollution there was a significant increase in freeway traffic noise and pollution. Why is this berm being removed? Actually, we need to have a larger berm or sound wall replacement running the entire length of the new proposed connecting road. Why is the Planning Commission not requesting this protection for the nearby community? Why would the Planning Commission reduce the standards of mitigation for our community?

Why isn't this connecting road being built along the Los Angeles River? The one or two buildings that currently obstruct that option, and would have to be moved, must be weighed against the devastating consequences this planned road will have on noise, traffic and security to the Manor. Besides this new four- lane road, the map shows proposed connecting roads in front, behind and between the residential units. These connecting roads show nothing to mitigate the additional

noise and pollution to the homes on Blair Drive and the rest of the Manor homes. Sound travels up and through open spaces. We also want to see detail on specifically how our current views are going to be protected. Most of the homes on Blair Drive and on the ridge will end up looking over the tops of the proposed residential buildings.

We want to know how is the projected additional 36,000 + daily trips is going to affect our daily commute and emergency response vehicles, taking into consideration that Barham is the only street to access our neighborhood. How long would an emergency vehicle take to reach a neighbor in distress, or in case of a catastrophe or terrorist act at Universal? How is Universal prepared to deal with victims and who is paying for the additional response teams that would be needed.

We are requesting that Universal show us what criteria was used to reach their calculation of an additional 36,000 daily trips, as well as the criteria used for traffic during the peak season increased attendance to the park, special events, Hollywood Horror Nights, concerts, etc. My experience is that now, during their special events it is almost impossible to drive on Lankershim Blvd. or Coral Drive. It is inconceivable to us that 3,000 additional units with an average of 2 cars per unit, a 500 room hotel and the projected increased attendance to the park will only generate 36,000 additional daily trips.

We are requesting the irrevocable commitment for Federal and State funding for the construction and improvement to the freeways and of all streets BEFORE they are granted approval. This is a very grave concern of ours as with the current state of the national and local economy, that needed monies might never be available. Without traffic funding and completed mitigation, construction of this project should not be granted approval.

The residential component must be scaled down to fit into rational parameters. This project is not suitable for a suburban, California lifestyle community, and it is not complementary to the adjacent residential Hollywood Manor. Why not study a smaller project which would better accommodate land use, traffic, emergency response vehicles, water, electrical and power supply for this already very populated area>

Why can't the proposed housing planned for the back lot instead be placed at the Metro Station, which would fit the City's stated goal of putting housing directly adjacent to mass transit and not further over-burden Barham Blvd.? Placing the residential component in the back lot is certainly not in the best interest of the surrounding communities and businesses.

If the residential component is approved, how can we make sure that when the Entitlements are sold, the developer will not amend the plans for maximum financial benefit?

Sincerely,

Daniel A. Savage
President, Board of Directors
Hollywood Knolls Community Club

Letter No. 51

LA GEECS

Jon Foreman <jon.foreman@lacity.org>

NBC/Universal Evolution Plan

Jeanne Clark <jclark@pactiv.com> **Fri, Feb 4, 2011 at 4:11 PM**
To: jon.foreman@lacity.org
Cc: councilmember.labonge@lacity.org, renee.weitzer@lacity.org, doug.mensman@lacity.org

(Embedded image moved to file: pic06511.jpg)

February 4, 2011

Jon Foreman, Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
LA, CA 90012
Sent via e-mail:
jon.foreman@lacity.org

Re: NBC/Universal
Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

The Hollywoodland Homeowners Association (HHA) is the sole organization representing the hillside community known as "Hollywoodland" (Tract 6450). The HHA is opposed to approval of the Evolution Plan in its current form. The massive scope of the project, requiring 17 discretionary approvals, will as pointed out in the EIR cause "significant and unavoidable" impacts on air quality, transportation and solid waste.

We are especially concerned with the significant negative impacts the project will have on freeways and neighborhood roads, many which are currently over capacity. The local traffic mitigations offered as part of the Evolution Plan draft appear inadequate to support even existing congestion let alone ease the impact of additional traffic generated by the commercial and residential plan components. Furthermore, proposed freeway improvements rely on DOT and CalTrans funding. With the current budgetary issues, it is not assured that these critically needed improvements will be funded to achieve the relief described.

We are also concerned with the potential cumulative impact on transportation this project will have when combined with the proposed project for the Universal MTA site.

2/4

Regarding the section on neighborhood intrusion impacts, the HHA believes there may have been
an oversight. Today the Beachwood Canyon /Hollywoodland/Lake Hollywood neighbors already
experience "cut thru" traffic going to the Knolls,North Hollywood and Burbank especially during
peak commuting hours due to gridlock on the 101 or Barham. The potential for increased
congestion on the 101 and Barham due to the project has been outlined in the DEIR. There is no doubt
this congestion will divert additional traffic through our communities. This not only impacts quality of
life but will have a profound, negative impact on neighborhood safety especially given the condition of
our winding, narrow, hillside streets.

Given the severity of current traffic pinch points and over capacity roadways, we request that the DEIR
proposed traffic mitigations have approved funding and plans finalized if not completed before the
project commences. At the very least we are requesting that the Hollywoodland/Beachwood Canyon
neighborhoods be added as potential neighborhood intrusion locations.

In its present state, the scale and scope of the NBC/Universal Plan is too massive to be supported
without significant, detrimental, long range impacts to the community. Until the infrastructure is in
place to support the growth that will result from this project, the project should not move forward.
An alternative would be to reduce the scope and scale of the project to be more amenable to
plan site restrictions and mitigation options.

Thank you for your consideration.

Regards,

Jeanne Clark
Hollywoodland Homeowners Association

Cc: Councilman La Bonge. R Weitzer, D. Mensman

(See attached file: NBC-Universal HHA letter.doc)

This electronic mail message and all attachments to it contain information intended only for the use of the individual to whom it is addressed and may include confidential and / or legally privileged information. If you are not the intended recipient, you have received this message and all attachments in error, and any review, use, dissemination, distribution or copying of any item is strictly prohibited. If you have received this communication in error, please notify the sender immediately by return email and delete this electronic mail message and all attachments from your computer, including all copies.

2 attachments

pic06511.jpg
9K

NBC-Universal HHA letter.doc
602K

HOLLYWOODLAND
HOMEOWNERS ★ ASSOCIATION

February 4, 2011

Jon Foreman, Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
LA, CA 90012
Sent via e-mail:
jon.foreman@lacity.org

Re: NBC/Universal Evolution Plan ENV-2007-0254-EIR

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In its present state, the scale and scope of the NBC/Universal Plan is too l massive to be supported without significant, detrimental, long range impacts to the community. Until the infrastructure is in place to support the growth that will result from this project, the project should not move forward. An alternative would be to reduce the scope and scale of the project to be more amenable to plan site restrictions and mitigation options.

Thank you for your consideration.

Regards,

Jeanne Clark
Hollywoodland Homeowners Association

Cc: Councilman La Bonge

Letter No. 52

HOME

Homeowners of Encino

Serving the Homeowners of Encino

GERALD A. SILVER
President
PO BOX 260205
ENCINO, CA 91426
Phone (818)990-2757

RECEIVED
JAN 19 2011
BY: Mpalazar

January 18, 2011

Jon Foreman – Senior City Planner
Los Angeles City Planning Department
200 N. Spring St. Room 601
Los Angeles, CA 90012
jon.foreman@lacity.org

Case No. ENV-2007-0254-EIR, Clearinghouse Number:2007071036

Project Location: 100 Universal City Plaza, Universal City, CA 91608

Proposed Project: The NBC Universal Evolution Plan (the "Project") includes the development of a 391-acre site in the east San Fernando Valley near the Cahuenga Pass (the "Project Site"). The Project, as proposed, would involve a net increase of 2.01 million square feet of new commercial development, including 500 hotel guest rooms and related hotel facilities. A total of 2,937 dwelling units would be developed. Implementation would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

We object to the traffic, noise, congestion, infrastructure damage and pollution that the 2.01 million square feet of new commercial development including 500 hotel guest rooms and 2,937 dwelling units will bring to the San Fernando Valley, and the entire region. This massive amount of new development simply cannot be sustained by the existing infrastructure, regardless of the meager "mitigations" that are proposed.

We ask that the City and County reject the draft EIR for this project. The draft EIR prepared by Matrix Environmental is "authoritative" looking on the surface, but is grossly inadequate and fails in its findings. The draft EIR is devoid of meaningful mitigation measures and contains many flawed conclusions. The lengthy document obfuscates traffic, congestion and infrastructure problems while going on at length about tangential matters and ignores mitigation measures that are required by CEQA. Throughout the draft EIR the preparer reaches faulty conclusions claiming impacts are reduced to "less than significant" when in reality the impacts are significant.

We ask that the City and County not approve any discretionary approvals, including annexation changes, zone changes, height district changes, vesting zone changes, general plan amendments, specific plan amendments, variances, exceptions or conditional use permits for this project. The

project will create environmental problems that cannot be mitigated. We ask that you deny the applicant's requests described below:

We oppose the adoption of a Specific Plan to regulate development within the City portions of the Project Site; General Plan Amendment to Regional Commercial land use designation for the City portions of the Project Site; the removal of a small portion of the Project Site from the Mulholland Scenic Parkway Specific Plan; Zone Change and Code Amendment to effectuate the new Specific Plan; Tentative Tract Maps for mixed-use development (including residential condominiums with accompanying Development Design Guidelines); Development Agreement; Pre-Annexation Agreement; Haul Route Permit(s); Grading approvals; establishment of Community Facilities/Mello-Roos Districts and any additional actions that may be determined necessary.

We oppose the Applicant's request for the following discretionary approvals from the County of Los Angeles for those portions of the Project Site that are located within the unincorporated portions of Los Angeles County: adoption of a Specific Plan to regulate development within the County portions of the Project Site; General Plan Amendments to establish a Specific Plan land use designation, delete an on-site road designation (the "East-West Road") as set forth in the County's General Plan Circulation Element and amend the Urban Form Policy Map to change the project site designation; Zone Change to effectuate the new Specific Plan; Tentative Tract Map; Grading Approvals; Development Agreement; and any additional actions that may be determined necessary.

We oppose the Applicant's request for modification to the City and County jurisdictional boundaries through a Petition for Reorganization application with the Local Agency Formation Commission (LAFCO) and an amendment to the City's sphere of influence.

Our members strongly oppose granting any annexations, zone changes, height district changes, vesting zone changes, general plan amendments, specific plan amendments, variances, exceptions or conditional use permits for this project. We ask that you deny the applicant's requests, based in part upon the following facts:

1. The proposed location will not be desirable to the public convenience or welfare and is not proper in relation to adjacent uses and development of the east San Fernando Valley. The object here is to determine what is harmonious with the neighborhood and community, not what will maximize the Applicant's profits.

2. The uses will be materially detrimental to the character of the development in the immediate neighborhood, and other projects in the east San Fernando Valley. This project is totally out of scale with the adjacent community. The local roadway and circulation system cannot handle this massive increase in housing and commercial development.

3. The proposed location will not be in harmony with the various elements and objectives of the existing community plans. Exceptions, zone changes and variances are not needed to build on this property. Rather, this is a situation where the Applicant simply wants exceptions to the rules, to make this project more valuable, at a cost to the community. Benefits to this Applicant should not be the major determinant. Rather, the focus should be on this project's impact on the neighborhoods. Moreover, the Applicant was aware of all restrictions on this property when he purchased the property. He can build and use his property rights without the exceptions requested.

4. The project's location will adversely affect the traffic in the east San Fernando Valley and result in increased congestion. The proposed use will detrimentally impact traffic on the Hollywood Freeway, Barham Blvd., Cahuenga Pass and the surrounding street grid, an area already heavily congested. Adding thousands of new trips will make traffic even more unbearable

throughout the day and evening. This section of the east Valley has many F level intersections and cannot handle increased trips.

5. Granting any of the Applicant's requests will have severe negative impacts on local residents, and others living in the San Fernando Valley. It would allow a massive amount of commercial and residential development that cannot be sustained by the local infrastructure.

On behalf of our members, and the thousands of San Fernando Valley residents that are daily impacted by noise, traffic and congestion, we ask that you not approve the discretionary actions that are requested.

Cordially yours,

Gerald A. Silver

Gerald A. Silver, President

Letter No. 53

Jon Foreman <jon.foreman@lacity.org>

Evolution Plan Response- additional document

Connie Elliot <biffconnie@earthlink.net> **Thu, Feb 3, 2011 at 2:39 PM**
To: jon.foreman@lacity.org

Please include this brief document with the previous one I emailed as well as my verbal response at the public meeting. Thank you.

Evolution Plan Response.doc
21K

21A

To: Jon Foreman – Senior City Planner
From: Connie Elliot, representing the ISLAND NEIGHBORHOOD on the board of the Studio City Residents Association and as a board member of the Campo de Cahuenga Historical Memorial Association

4061 Cartwright Ave.
Studio City, CA 91604
818-760-0926

THIRD RESPONSE DOCUMENT
Project: ENV-2007-0254-EIR, Universal Evolution Plan

Campo de Cahuenga is threatened by both the Metro Universal Plan and the Evolution Plan. The traffic generated by the Projects will make it difficult for people to visit this important historical site. The original site was in a bucolic setting near the Los Angeles River. Now Universal wants to put even more tall buildings across the street from this project. Won't this project block the sun from the small piece of land? It is already difficult to hold outdoor history events due to the traffic noise. Won't the additional traffic make it impossible to hear anything but the loudest microphone? Will we be able to stand outside and have a discussion about the history that took place at this location? Won't the proposed signs cast lights on the Campo property that obliterate the look of the 1800's we seek to recreate at events?

Won't the same problems with gases released into the air that are not within the safe limits also affect members of the public who visit Campo de Cahuenga?

This joins my previous response document focusing on the Island Neighborhood. **The Island Neighborhood joins CUSG and the Studio City Residents Association in their comments and objections and other matters raised in their filings to the NBC Universal Evolution Plan DEIR, and incorporates those comments and objections in this response as though set forth in full herein.**

Letter No. 54

Jon Foreman <jon.foreman@lacity.org>

Universal Evolution Plan Comments

1 message

Connie Elliot <biffconnie@earthlink.net> **Tue, Feb 1, 2011 at 11:37 AM**
To: jon.foreman@lacity.org

Attached are my comments on ENV-2007-0254-EIR.

Universal Evolution Plan doc 24.doc
31K

Letter No. 55

RECEIVED
JAN 13 2011
BY: M Salazar

Keep It Self Storage
4444 Vineland Avenue
Toluca Lake, California 91602
818 850-0404

January 12, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File #ENV-2007-0254-EIR

Mr. Foreman,

The NBC Universal Plan is an important project for the City and County on so many levels. First, it will create more than 40,000 jobs. Second, it will keep more entertainment jobs at home. And, finally, it will increase tourism which will generate more revenue for both private businesses and government.

The region desperately needs all of these things to help move everyone out of the recession. Please do not waste this opportunity to achieve such positive results.

In an environment where so many firms are contracting or moving out of the City, County and State, I urge you to approve the NBC Universal Plan. Doing so will greatly help our faltering economy.

Thank you.

Ben A. Dalby
President

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

FRED GAINES
SHERMAN L. STACEY
LISA A. WEINBERG*
REBECCA A. THOMPSON
NANCI SESSIONS-STACEY
KIMBERLY A. RIBLE
ALICIA B. BARTLEY

* a professional corporation

LAW OFFICES OF
GAINES & STACEY LLP
16633 VENTURA BOULEVARD, SUITE 1220
ENCINO, CA 91436-1872

TELEPHONE (818) 933-0200
FACSIMILE (818) 933-0222
INTERNET: WWW.GAINESLAW.COM

Letter No. 56

February 3, 2011

ORIGINAL SENT BY FEDERAL EXPRESS

VIA E-MAIL jon.foreman@lacity.org

Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan [ENV-2007-0254-EIR]
100 Universal City Plaza, Universal City, CA 91608

Dear Mr. Foreman:

This letter is submitted on behalf of Lakeside Golf Club, a California non-profit corporation ("Lakeside"), for the purpose of providing comments on the Draft Environmental Impact Report for the NBC Universal Evolution Plan (the "Project"). As detailed below, the Draft Environmental Impact Report for the Project (the "DEIR") is legally inadequate and must be substantially revised and recirculated. In addition, given the scope of the Project and the public controversy surrounding the Project, public hearings should be held for the review of the further revised recirculated Draft and Final Environmental Impact Reports which may result.

I.

INTRODUCTION.

Lakeside is the owner and operator of a private golf club, situated on approximately 110 acres of real property located at 4500 West Lakeside Drive (the "Property"). It was incorporated in 1924 and features an 18 hole golf course, tennis courts, club house facility, pool and fitness center. Lakeside has approximately 600 members, more than 450 of whom are equity owners. The facility is very much the heart of the Toluca Lake community and plays host on an annual basis to a number of

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charitable events and organizations. It is proud to claim Hollywood legends Bob Hope, Frank Sinatra and Bing Crosby as former members and part of Lakeside's grand history. The use is not only historical, but substantial capital improvements made to the property over the past 85+ years make Lakeside an enormously valuable asset to this community.

Specifically, Lakeside is situated to the east of the Hollywood Freeway, south of the Ventura Freeway, west of Olive Avenue, and immediately adjacent to and north of the Project across the Los Angeles River Flood Control Channel. The DEIR states that Lakeside is located along the "Northern Edge" of the Project Site and is one of the "principal viewpoints" of the Project's Northern Edge. (DEIR, page 306.) Pursuant to the DEIR, development along the Project Site's Northern Edge could include the introduction of new office, studio, commercial uses, and residential uses with potential building heights of up to 190'.

This letter will summarize Lakeside's objections to the DEIR. It should be noted that the arguments and evidence presented herein are in addition to any other arguments or evidence which the City has received or may receive from our client or their consultants at any or all public hearings on the DEIR and/or the Project.

II.

THE DEIR IS LEGALLY INADEQUATE AND CERTIFICATION WOULD CONSTITUTE PREJUDICIAL ERROR AND ABUSE OF DISCRETION.

A. Introduction.

The California Environmental Quality Act ("CEQA") requires a lead agency to certify a final Environmental Impact Report ("EIR") as complete and in compliance with CEQA, and to consider the information contained therein, before approving a project. See Public Resources Code §§ 21000 et seq.; State CEQA Guidelines ("Guidelines"), California Code of Regulations, Title 14, §15090. An adequate EIR must be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of the environmental consequences of the project being studied. See Guidelines § 15151. The EIR must include detail sufficient to enable those who did not participate in its preparation to understand and consider meaningfully the issues raised by the proposed project. See Laurel Heights Improvement Association v. Regents, 47 Cal. 3d 376, 405 (1988). Although CEQA does not mandate perfection, prejudicial abuse of discretion occurs if the failure to include relevant information in the EIR precludes informed decision making and informed public participation, thereby "thwarting the statutory goals of the EIR process." See Laurel Heights, supra, 47 Cal. 3d at 403-405. In short, CEQA requires an EIR to include a good faith effort at full disclosure. See Guidelines §15151.

Achieving the CEQA purpose of preserving and enhancing the environment requires adequate disclosure of project information and active involvement of the public at each stage of the decision making process. Under CEQA, decisions regarding a proposed project cannot be made in a vacuum or under a veil of secrecy. Rather, they must be made under the watchful eye of the public so as to reassure "an apprehensive citizenry that the agency has, in fact, considered the ecological implications of its actions," No Oil, Inc. v. City of Los Angeles, 13 Cal. 3d 68, 86 (1974), and to affirmatively demonstrate that the environment is being protected. People ex rel. Department of Public Works v. Bosio, 47 Cal. App. 3d 495, 528 (1975).

As the foundation on which project decisions are made, the EIR is the "heart" of this public review process. See County of Inyo v. Yorty, 32 Cal. App. 3d 795, 810 (1973); Laurel Heights Improvement Association v. Regents ("Laurel Heights II"), 6 Cal. 4th 1112, 1123 (1993); Guidelines §15003(a). The EIR serves as an "environmental alarm bell" whose purpose it is to alert the public and its responsible officials to the environmental impacts associated with a proposed project. See County of Inyo, 32 Cal. App. 3d at 810. The public's ability to analyze and make comments on the adequacy of the EIR is therefore critical to insure all relevant information is considered before a decision with potentially significant and irreversible effects is made. See Laurel Heights, supra, 47 Cal. 3d at 392; Laurel Heights II, supra, 6 Cal. 4th at 1123; and Citizens of Goleta Valley v. Board of Supervisors, 52 Cal. 3d 553, 564 (1990). In this case, a 90 day public comment period is simply not enough given the scope of the Project.

The principles of public comment and informed decision making apply with full force to the DEIR for the Project. However, as discussed below, both the Project and the DEIR are seriously defective and, therefore, do not meet the requirements mandated by CEQA. The DEIR is so fundamentally flawed that CEQA's goal of meaningful public participation and informed decision making can only be achieved by further revising and recirculating the DEIR. Many of the Project's most significant environmental impacts have been understated or swept under the rug, and certification of the DEIR in its current form would constitute a prejudicial abuse of discretion. Accordingly, Lakeside objects to the certification of the EIR and to the approval of the project for the reasons that follow.

B. Inadequate Analysis of Impacts to Land Use.

An EIR's analysis of significant environmental impacts must identify and describe the significant direct environmental impacts that will result from the project in both the short term and the long term. 14 Cal. Code Regs. § 15126.2(a). In addition to its analysis of direct effects, an EIR must identify and describe the significant indirect environmental impacts that will result from the project. Id. An indirect environmental impact is a change in the physical environment that is not immediately related to the project but that is caused indirectly by the project. 14 Cal.Code Regs § 15064(d)(2). Indirect effects are changes to the physical environment that occur later in time or farther removed in distance than direct effects. 14 Cal.Code Regs. § 15358(a)(2). Indirect effects can include

growth-inducing effects and other effects relating to a change in the pattern of land use, population density, or growth rate induced by a project. Id.

Despite these clear requirements of the CEQA Guidelines, the DEIR fails to adequately consider the impacts to land use as a result of the Project.

(i) The Land Use Compatibility Methodology is Flawed.

The DEIR's land use compatibility methodology and resulting analysis is inadequate because it fails to consider the impacts of the Project as a whole on surrounding land uses. In this case, the DEIR's Land Use Compatibility cumulative impact section states:

> *"Cumulative land use impacts could occur if the proposed Project would combine with any of the related projects identified in Section III.B, Related Projects, of this Draft EIR, to create a significant cumulative land use impact. This cumulative land use impact analysis assumes that a cumulative impact could only occur where a related project would cause a physical land use impact on one of the uses that surrounds the Project Site..."*

And the methodology the EIR uses for Land Use Compatibility section is described below:

> "*3. Environmental Impacts*
>
> *a. Methodology*
>
> *This section provides an analysis of the proposed Project's potential physical land use impacts based upon the allowable land uses, density, and maximum building heights that could occur along the four Project Site boundaries. The analysis of the Project's potential physical land use impacts focuses on the Project Site's boundaries and is based on the assumption that impacts related to land use compatibility would occur where the Project Site has a physical interface with off-site uses. In contrast, development that occurs internal to the Project Site would not have the potential to have a significant land use compatibility impact on off-site properties. The Project Site's four interfaces are hereafter referred to as the eastern edge, southern edge, western edge, and northern edge.*

b. Threshold of Significance

The City of Los Angeles CEQA Thresholds Guide (2006) states that a determination of significance relative to land use compatibility shall be made on a case-by-case basis considering the following factors:

The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area;

To the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the descriptions; and

The number, degree and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

Based on these factors, the proposed Project would have a significant impact if the proposed Project would substantially and adversely change the existing land use relationships between the Project Site and existing off-site uses or would disrupt, divide, or isolate existing neighborhoods or communities. The potential impacts of the Project attributable to increasing the density and height of development are addressed comprehensively in other sections of this Draft EIR...."

The accepted approach is to evaluate the cumulative impacts of land use compatibility created by the Project (as a whole) in combination with other uses causing related impacts. (CEQA Guideline Secs. 15130, 15355.) The DEIR fails to provide sufficient analysis of the Project's effect on land use compatibility by limiting its analysis to the Project boundaries. Such a methodology may result in a vastly understated cumulative impact. At the least, a more detailed and substantiated explanation of the methodology utilized should be included in the EIR, along with examples of other similar projects and DEIRs that have limited land use compatibility to project boundaries. At the most, a subsequent DEIR should be prepared, revising the methodology used in accordance with standard CEQA principles and guidelines.

C. <u>Impacts on Lakeside</u>.

The DEIR states that:

"North of and adjacent to the Los Angeles River Flood Control Channel is the Lakeside Golf Club, a private facility primarily consisting of an 18-hole regulation golf course and related recreational facilities (i.e. tennis courts). As discussed above, the proposed Project would continue to provide office and studio land uses within

the northernmost portions of the Business and Studio Areas, along the majority of the Los Angeles River Flood Control Channel frontage, except for the northeastern portion of the Project Site, within the Mixed-Use Universal City District and Technical Support Overlay Subdistrict, which may be developed with new residential, retail and community-serving facilities, as well as storage, studio support, production facilities/activities, studio use, studio office, office, and communication facilities. The northeast corner of the Project Site would also provide Open Space District No. 3 uses which includes the future Trailhead Park and may include additional communication facilities that would augment the existing communication facilities present in this area.

The northern edge of the Project Site falls within the 625-foot MSL(Business and Studio Areas), 625-foot MSL (Mixed-Use Residential), 645-foot MSL (Mixed-Use Residential with 750 Height Exception Area) allowing new building heights ranging from approximately 70 to 95 feet above existing and future grade within the 625-foot MSL Height Zone, ranging from 50 to 115 feet above future grade within the 645-foot MSL Height Zone and 155 to 190 feet above future grade within the 750-foot MSL (Mixed-Use Residential) Height Exception Area. In the northern edge, signage would be permitted within the Northern Edge, and Universal Mixed-Use and Universal City Town Center Sign Districts. The proposed County Specific Plan permits Information, Internal (limited to facing the Studio Area), and Building Identification signs in the Northern Edge Sign District. For further information on the allowable sign categories and types within these Sign Districts, see Section II.I, Design Plan, of the Project Description. Also, the proposed City and County Specific Plans are attached as Appendices A-1 and A-2 to this Draft EIR...

...The primary increase in building heights and massing, as compared to existing conditions, would occur within the Mixed-Use Residential Area north of Lakeside Plaza Drive, where future residential building heights of 155 to 190 feet would provide a substantial increase above the existing approximately four-story structure south of Lakeside Plaza Drive..."

The DEIR goes on to conclude that the proposed Project would have a less than significant physical land use impact with respect to this private recreational facility.

a. Alternative 9 - Extension of Forman Avenue.

Lakeside is opposed to Alternative 9, which incorporates the Los Angeles County Highway Plan extension of Forman Avenue from its present terminus at Valley Spring Lane through and across the upper one-third of the golf course to Universal Studios. Lakeside believes that the County Highway Plan's extension of Forman Avenue can no longer be effectuated. At one time, Lakeside understands that there was a dedication of Forman Avenue from Valley Spring Lane to the Los Angeles River. However, in 1979 a group of Lakeside members obtained an Order of Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles Flood Control Channel - Street Vacation Map-18516 recorded June 13, 1979 as Instrument No. 79641029. Please see a copy of the Order to Vacate No. 79-01619, attached hereto as "Exhibit A." As such, the County Highway Plan is outdated and the Forman Avenue extension, specifically, is not a viable alternative.

Lakeside would be destroyed with the approval of Alternative 9. The Forman Avenue extension would cut through the Property (to the north) midway through the golf course. Of 18 holes, 5 holes would be completely eliminated under this alternative. Lakeside, and the investment of hundreds of community members, would be worth essentially nothing under the current zoning and land use designation.

According to the DEIR, the County General Plan Transportation Element policy maps, referred to as the Los Angeles County Highway Plan ("County Highway Plan"), reflect the General Plan's growth and development policies and identify the location of existing and proposed roadway improvements. The County Highway Plan identifies a future major public highway (100 foot right-of-way) through the Project Site that connects Forest Lawn Drive/Lakeside Plaza Drive and Lankershim Boulevard/Bluffside Drive. This future roadway (*i.e.* the East-West Road) is generally located along the north side of the Project Site, parallel to and south of the Los Angeles River Flood Control Channel. Lakeside understands that the proposed alignment for this unbuilt roadway would be through the existing on-site Studio and Business Areas, thus, requiring demolition of existing on-site structures and parking lots, as well as the relocation of the existing private access gates at Lakeside Plaza Drive and Muddy Waters Drive. The County Highway Plan, in addition to the East-West Road, also identifies a planned roadway that connects the East-West Road to Riverside Drive to the north. This roadway which is an extension of the existing Forman Avenue is shown in an alignment that would cross the Lakeside Golf Club about midway across the golf course.

Lakeside is aware that one of the discretionary actions requested to implement the proposed Project is the deletion of the East-West Road from the County Highway Plan. It should be clear that Lakeside is in support of that discretionary request. Specifically, Lakeside is opposed to Alternative 9 and any other alternative that would incorporate the East-West Road into the Project. (The two East-West Road alignments that have been identified in the DEIR are: (1) East-West Road from Barham Boulevard to Lankershim Boulevard without the Forman Avenue extension (Alternative 8);

and (2) East-West Road from Barham Boulevard to Lankershim Boulevard with the Forman Avenue extension (Alternative 9).)

In addition to Lakeside's opposition to the Forman Avenue extension and Alternative 9, Alternative 9's analysis of environmental impacts is wholly inadequate, making it impossible for the City and County to approve Alternative 9 without further environmental analysis. The Alternative 9 analysis includes only a very brief review of traffic/circulation, air quality, noise, and historic resources impacts and merely glosses over anticipated impacts to Lakeside. The DEIR Alternative 9 discussion is otherwise devoid of analysis regarding: aesthetics, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazardous materials, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, and utilities.

Alternative 9 should be rejected. In the unfortunate event that Alternative 9 (and/or the Forman Avenue extension) is considered for future approval, CEQA requires significant revisions to and analysis of the potential resulting environmental impacts.

b. <u>Noise.</u>

Lakeside also has concerns regarding the adequacy of the DEIR's noise analysis, as set forth in more detail below. Already, noise levels are exceedingly high and may likely exceed maximum permitted day and nighttime decibel levels. Existing noise from the daily operations of Universal Studios includes explosions from the Water World attraction, gun shots from the Wild West attraction, pyrotechnics, amplified announcers' voices, and music.[1] Its location immediately below those attractions and areas makes Lakeside exceptionally vulnerable to noise impacts of any kind. Build out and implementation of the Project, as proposed, would further contribute to excessive noise levels in the proximity of the Lakeside Property.

In addition, Lakeside hereby incorporates the following comments made by the Toluca Lake Homeowner's Association with respect to this issue:

1.) New major project noise sources (the only types of future noise to be regulated by the two proposed Specific Plans) were included in the analysis in the DEIR based on the proposed Conceptual Plan (see p. 90 — Introduction). Alarmingly, as stated in the DEIR, the Conceptual Plan "represents just one of the possible ways the Project Site may be developed" (see p. 286). Further, the Conceptual Plan does not determine the location and orientation of actual future buildings (see p. 286). [Lakeside] is unsure what value the analysis provides in the DEIR as the DEIR states that it is the two

[1] Studies should be incorporated into the EIR to determine existing sound levels at the Lakeside Property.

Specific Plans that will guide "actual development" and will govern "and not the Conceptual Plan." (See p. 286)

As presently constituted, the Specific Plans proposed noise regulations do little for [Lakeside] as they defer to the City and County Noise Ordinances at best. At worst, they include the elimination of seven sections of the Los Angeles County Noise Ordinance (Sections 12.08.390, 12.08.400, 12.08.440, 12.08.460, 12.08.470, 12.08.530, and 12.08.560 — see page 346), the very ordinance that the DEIR purports to be the most conservative (as opposed to the Noise ordinance of the City of Los Angeles) and the regulatory tool used to compare existing and future conditions in Section C of the DEIR.

[Lakeside] is not comforted by the "clear set of guidelines" in the DEIR that defer to the respective Specific Plans as the solution for addressing future environmental noise that will be inflicted upon its residents. The regulations identified in the proposed Specific Plans are the same tools that are being used currently to address existing environmental pollution in our neighborhood. The DEIR should identify regulations that indeed "protect" our community from impulsive sounds and other types of noise that exist today that are daily flying under the radar of the current City and County noise ordinances.

2.) The DEIR (p.304) states that "the proposed Specific Plans include design principles, which address development along the four edges of the Project Site and how this development interfaces with the offsite uses, and design standards, which provide such requirements as screening, **sound attenuation** (emphasis added) and signage regulations that are included in both Specific Plans. Together, the design principles and standards provide an aesthetic design framework for the proposed Project based on the Project Site's physical character, including Universal City's identification with the entertainment industry, and the diverse conditions around the Project Site's perimeter, particularly interactions with the neighboring residences to the east".

[Lakeside] is unable to locate any sound attenuation design principles in the DEIR that "manage the noise" that is assuredly going to impact its community during build-out of the Project. The DEIR should identify how onsite operational noise will not be allowed to travel beyond the boundaries of the Project Site. A performance standard to this effect should (and must) be required as a mitigation measure. The mitigation measure could be very similar in construct to proposed Mitigation Measure C-2 that permits certain on-site activities that "do not result in an audible sound outside of the combined boundaries of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan". This type of performance

standard in the DEIR and Specific Plans would "recognize and protect the neighboring off-site residential and commercial developments", thereby accomplishing one of the objectives of the Project.

3.) The DEIR should recognize that noise travels and does not respect the jurisdictional boundaries of the City and County pertaining to the Project Site and to communities within and just outside of the Project area. The DEIR should "recognize the relationship between the Project Site and the local community, and strive to reduce potential impacts to the community" by having one regulatory standard that can be administered with ease. The two Specific Plans should contain the same standard to eliminate environmental noise. This is a permissible use of Specific Plans as a regulatory tool as one can see on page 341. It states the following:

"Whenever the proposed Specific Plans contain provisions that establish regulations (including, but not limited to, standards relating to densities, heights, uses, parking requirements, subdivision design, infrastructure/utility design and implementation including wireless/communications facilities, building separations and exiting, grading, signage, the sale and service of alcoholic beverages, landscape design, open space, protected trees and other vegetation), which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the City of Los Angeles or Los Angeles County Code, **the proposed Specific Plans would prevail** (emphasis added) and supersede those applicable provisions of the City of Los Angeles or Los Angeles County Code. Whenever the proposed Specific Plans are silent, the provisions of the City of Los Angeles or Los Angeles County Code or other ordinances would apply".

The DEIR should analyze the noise impacts that are associated with the Specific Plan and in particular those amendments that "would modify the applicability" of certain sections of the County Noise Ordinance. [Lakeside] is unaware of the environmental consequences of this aspect of the proposed Project. Further, the problem of relying on the City and County objectives, standards and polices for establishing noise thresholds is that they do not create an acceptable noise for the surrounding neighborhood and environment. They should not be the standard for the Specific Plans as they do not provide adequate limits, mitigation or eliminate the likelihood of future intrusive noise.

4.) [Lakeside] is concerned with the DEIR section (p. 286) that describes the implementation of the "Equivalency Program". The flexibility built into the program means that future operational noise sources will be difficult to identify as "the potential for noise impacts to occur are site specific to the location of each related

project" (see page 93). The DEIR needs to include mitigation measures to assure [Lakeside] that no additional environmental impacts from new operational noise sources would result beyond the boundaries of the proposed Project Site.

5.) The Environmental Impact Analysis section regarding Noise (Section IV.C.) must include timely existing ambient noise readings for the 12 receptor areas and their associated 47 receptor locations. As presently constituted, the DEIR contains noise data that was taken between February and July 2007 (DEIR, page 974). This data is almost 4 years old and more than likely inaccurately reflects the existing noise environment and must not be relied upon "to obtain a broad understanding of the existing ambient noise environment in the Project area". To be sure, [Lakeside] concurs with the DEIR that many changes in the Project area have taken place in addition to changes within the Project Site (see page 274). <u>An updated noise environment study needs to be prepared that includes recent data for public review which will enable the public to be more accurately informed as to existing conditions</u>. [*Emphases added.*] Should such a more current study be prepared, it could show that the ambient conditions in the Project area will be closer to or exceed established criteria (i.e., the City and County Noise Ordinances) found in the November 2010, DEIR. A question comes to mind — why is the data set for the existing receptor locations dated 2007 when the date for the publication of the Veneklasen Associates, Inc report in Appendix F, is dated March, 2010?. Surely more recent measurements/readings could have been taken!

6.) There are several statements in the DEIR that are incorrect. The DEIR should accurately describe the on-going environmental impacts that operational noise produces in the surrounding community. Examples of false statements are provided below:

(Page 981)

"(2) Existing Project Site Noise Sources

(a) Types of Noise

There are a number and variety of noise sources currently located within the Project Site, but the majority of the noise sources **do not** impact the nearby community". (Emphasis added.)

As evidenced by comments in response to the NOP, there is a history of problems in the surrounding Project area and the standards being used to address future noise impacts are the very ones being suggested in the Specific Plans. They do not work and the nearby [Lakeside] is impacted by unwanted noise pollution.

(b) Major Existing Contributing Noise Sources

The majority of noise sources on the Project Site, as discussed above, would not impact nearby communities, as they do not generate enough noise to be audible above ambient noise levels at the sensitive receptors in the Project area. **However, noise generated by on-site attractions, heating, ventilation, and air conditioning equipment, car alarms, and special events are audible at off-site locations".** (Emphasis added)

[Lakeside] requests that the DEIR provide analysis of the "audible" noise generated by the sources described in the section above and provide accurate predictions/estimates of future noise that is to be generated by said future sources per the Conceptual Plan and Specific Plans. Further, the DEIR should provide analysis of more on-site tests (as was done for the temporary pyrotechnic test in Appendix F — see page 10) to better understand the peak impulsive noise impacts. Parenthetically, the noise generated onsite by the DEIR consultants (Veneklasen Associates) was measured at an Lmax level of 102 dBA at 75 feet from the noise source and the level of noise for that event was measured at 75 dBA. This level of noise is environmentally unacceptable and creates a significant negative impact upon the residents of our community.

7.) [Lakeside] would like the DEIR to discuss the "program" that is identified on page 994. It states in part:

"c. Project Design Features

As part of its goal to control and reduce noise to the surrounding communities, the Applicant or its successor would implement a **program** to place noise limitations on the output of major sources of noise through the implementation of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan".

The DEIR does not include a program that will adequately address future noise impacts that will be generated by future operational noise. Lakeside cannot rely on the standards of the City and County (that are in the Specific Plans) for resolution of its concerns.

> While the emphasis of this response from [Lakeside] has been aimed at addressing operational noise, [Lakeside] is concerned about the Significant and Unavoidable impacts of construction noise. The DEIR must provide a more detailed explanation of steps to be taken to ensure that impacts are indeed short-term and that cumulative impacts are addressed appropriately when correct and more updated noise data is provided as requested in this comment.

In summary, [Lakeside] concludes based on the above, that the DEIR is insufficient and defective and must be updated and re-circulated for public review.

c. Light and Glare.

Lakeside will suffer from light and glare impacts as a result of Project build out along the Project's Northern Edge. Given its size and the pristine nature of the Lakeside Property, it is home to an array of nesting and migratory birds. Families of hawks, geese, ducks and other birds reside or seek refuge and rest in the thousands of trees that line the course. The occlusion of light during the fall and winter months and destruction of habitat from the Project (or any extension of Forman Avenue under Alternative 9) could have significant (and un-examined in the DEIR) impacts on these fowl. The DEIR should be revised and recirculated to include additional analysis of light and glare impacts, in general, as well as specific analyses of all issues that could result in impacts to Lakeside wildlife.

With respect to DEIR Section E.1 "Natural Light", Lakeside requests explanation of the following conclusion:

> "*During the winter solstice, buildings in the proposed 625, 645 (Mixed-Use Residential), 750 (Studio, Entertainment, and Business), and 800-foot MSL (Mixed-Use Residential – north) Height Zones with 850-foot MSL Height Exception would cross the Los Angeles River Flood Control Channel and shade a narrow strip along the southern and southeastern edges of the Lakeside Golf Club during the morning, afternoon, and evening hours. Project shadows would not cast upon the Lakeside Golf Club during the summer solstice and spring and fall equinoxes.*
>
> *Although the Lakeside Golf Club is a recreational use, users of this facility are highly mobile and generally do not stay in the same location for more than a limited amount of time. Hence, the Lakeside Golf Club is not defined as shadow-sensitive.*"

In other words, Lakeside questions whether CEQA law permits the exclusion of a recreational use from being defined as "shadow-sensitive" on the basis that users "do not stay in the same location for more than a limited amount of time."

The DEIR Section E.2 "Artificial Light" should be revised to include discussion of artificial light and glare impacts on Lakeside. As currently drafted, the DEIR is devoid of any such analysis.

The DEIR Section E.3 "Glare" states, in part, that:

> *"...most nighttime glare is currently blocked by intervening vegetation and fencing within both the Lakeside Golf Club and Toluca Estates. Subject to the provisions of the proposed County Specific Plan, new mid- and high-rise buildings, as well as signage and thematic elements, could be developed within the northernmost portions of the Business Area that could be visible from these nighttime glare-sensitive uses. Nonetheless, as set forth above the proposed County Specific Plan would prohibit the use of highly reflective building materials. Furthermore, similar to existing conditions, most Project-generated glare would be blocked from the Toluca Lake and Toluca Estates residential areas and outdoor seating areas at the Ca' del Sole restaurant by existing intervening topography, vegetation, and/or fencing..."*

Lakeside requests that further analysis be undertaken and included in a recirculated DEIR that justifies the conclusion regarding glare impacts. The DEIR states that intervening topography, vegetation, and fencing render northerly glare impacts on Lakeside and the surrounding community less than significant. What is not considered, however, is that these existing "mitigations" are existing because of Lakeside. Explanation should be provided as to the DEIR's conclusion that any Project generated glare experienced by Lakeside would be less than significant, when Lakeside is the primary northerly situated property absorbing this impact.

d. <u>Security and Privacy.</u>

Under the Project, Lakeside also has security and privacy concerns relating to the mass of housing proposed to be built on the hills (adjacent to Barham Boulevard) overlooking the Lakeside Property. In addition, Lakeside believe that Alternative 9 and the impact of the Forman Avenue extension would result in significant security and privacy consequences. In either case, the DEIR does not go far enough in evaluating the potential of security and privacy impacts on the surrounding community. The approval of Alternative 9 would require an entirely new and recirculated DEIR, as discussed in more detail herein, which should include detailed analysis of these security and privacy issues.

e. Traffic.

In the unlikely event that Lakeside would continue to exist under Alternative 9, the Lakeside Property would be vastly impacted by the number of vehicles in and around the Lakeside Property. Today, Lakeside is protected on three sides, with the only access being via Valley Spring Lane. On the east and west ends, there is no access, and on the south is the Los Angeles River. Alternative 9 would result in the Forman Avenue extension dividing Lakeside and its golf course from south to north, and adding significant traffic impacts, some of which could result in safety and security issues for both Lakeside members and the public at large.

Should Alternative 9 be considered for approval, further traffic analysis and studies are required (and further mitigations should be identified) to determine true impacts to Lakeside and the surrounding community and the DEIR should be recirculated. As it stands now, traffic impacts under Alternative 9 would be greater than those of the Project and would require a statement of overriding consideration. Lakeside cannot imagine a scenario under which such a traffic impact could be justified.

D. The Project is Too Narrowly Defined.

CEQA requires that the entire project being proposed for approval must be described in the EIR to ensure that all of the project's environmental impacts are considered. City of Santee v. County of San Diego, 214 CalApp.3d 1438, 1450 (1989). CEQA prohibits breaking a larger project into components, *i.e.* "piecemealing" or "segmenting", in order to avoid analyzing it as a whole. Orinda Ass'n v. Board of Supervisors, 182 Cal.App.3d 1145, 1171 (1986). What was formerly dubbed the "Universal Vision Plan," as advertised by NBC Universal, included both the project proposed for the Metro-Universal Project site (DEIR No. ENV-2007-933-EIR), as well as the subject Project. The DEIR does not, but should, include all components of the Metro-Universal Project in the Project Description for the NBC-Universal Evolution Plan. To prepare one comprehensive EIR in compliance with CEQA would avoid charges of piecemealing the environmental analysis so as to obfuscate the true impacts of the entire development.

In fact, in order to satisfy CEQA requirements, a Master EIR must be prepared to include the NBC-Universal Evolution Project and the Metro-Universal Project. A Master EIR is appropriate for a general plan amendment, a project that consists of smaller individual projects that will be carried out in phases, projects that will be carried out or approved pursuant to a development agreement, public or private projects that will be carried out or approved pursuant to, or in furtherance of, a redevelopment plan, a regional transportation plan, all of which are applicable here. Pub. Resources Code, §21157, subd. (A); CEQA Guidelines, §15175, subd. (b).

Thomas Properties Group, as the developer, has filed an entirely separate application for what is commonly known as the Metro-Universal Project. NBC-Universal filed an application for the subject Project, which is being developed by NBC in conjunction with Thomas Properties Group. It is irrelevant to CEQA that there are two developers of separate components of a proposed project, or that the entirety of the project is located in more than one jurisdiction, or that aspects of the NBC-Universal Evolution and Metro-Universal projects may be approved by different agencies. Riverwatch v. County of San Diego. 76 Cal.App.4th 1428 (1999). Both applications together comprise what was formerly referred to as the Universal Vision Plan, are proper for analysis under one Master EIR, and must be described as one project.[2]

III.

SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS.

The DEIR (and Alternative 9) concludes that some impacts generated by the Project will be significant and unavoidable.[3] When an agency approves a project with significant environmental effects that will not be avoided or substantially lessened, it must adopt a statement that, because of the project's overriding benefits, it is approving the project despite its environmental harm. 14 Cal. Code Regs. §15043. Given the extent of impacts the Project will generate that cannot be mitigated, it will be impossible for the City and County to legally conclude that the proposed Project's benefits outweigh unavoidable environmental effects and adopt a statement of overriding considerations. Pub. Resources Code §21081(b); 14 Cal. Code Regs. §15093(a) and (b). Any statement of overriding considerations must be supported by substantial evidence in the record of the proceedings and must accurately reflect the significant impacts disclosed by the EIR and properly characterize the relative benefits of the Project. 14 Cal. Code Regs. §15093(b); Woodward Park Homeowners Association v. City of Fresno, 150 Cal.App.4th 683, 717 (2007).

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[2] If NBC Universal is no longer associated with the Metro-Universal project and does not intend to be associated with that project in the future, the EIR should be revised to include a detailed explanation of the history of NBC Universal's relationship to the Metro-Universal project and its subsequent withdrawal from that project. On the other hand, if NBC Universal is associated in any way at all with the Metro-Universal project, or intends to be associated with that project in the future, then a Master EIR should be prepared for the reasons stated herein. In sum, NBC Universal should not be permitted to escape CEQA requirements by claiming to no longer have involvement in the Metro-Universal project and then later, after the subject Project is approved, to re-associate itself.

[3] It is important to note that DEIR No. ENV-2007-933-EIR for the Metro-Universal Project also identified a number of significant and unavoidable environmental impacts. The fact that the Metro-Universal significant and unavoidable environmental impacts are not discussed at any length in the subject DEIR is yet another serious flaw in the methodology used to evaluate the cumulative impacts and requires revision and recirculation of the DEIR.

IV.

CONCLUSION.

In conclusion, in a number of areas, the DEIR does not adequately disclose, describe and analyze impacts of implementation of the Project. Since the impacts have not been adequately disclosed or analyzed, the Mitigation Measures proposed are inapplicable or insufficient to mitigate the significant environmental impacts of the Project. As a result of the lack of disclosure, analysis and mitigation, the County of Los Angeles is required to further revise and recirculate the DEIR pursuant to CEQA. In addition, in the event that Alternative 9 (and/or the Forman Avenue extension) is considered for future approval, CEQA requires significant revisions and analysis of the potential resulting environmental impacts, several of which are anticipated to be greater than the significant impacts identified for the Project.

On behalf of Lakeside, we respectfully submit these comments and look forward to responses and a more meaningful analysis of the Project in a revised and recirculated EIR. Please include this law firm on the City's mailing list for any future documents and public hearing notices regarding this matter. Thank you for your consideration.

Sincerely,

GAINES & STACEY LLP

By
FRED GAINES

RECORDED AT THE REQUEST OF THE CITY OF LOS ANGELES

79- 641029

44000-710
C.F. 76-2037

PLEASE DELIVER TO:
CITY CLERK MAIL BOX

ORDER TO VACATE NO. 79-01619
(California Streets and Highways
Code Sections 8323 and 8324)

FREE P

Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles County Flood Control Channel - Ordinance of Intention No. 150,789 - Street Vacation Map No. A-18516.

On June 5, 1978, pursuant to Ordinance of Intention No. 150,789, and after notice was posted as required by law and the said ordinance was published, and no protests having been filed against said proposed vacation, the Council approved the said vacation but subject to the conditions of vacation having been complied with.

Said conditions for this vacation have been fully met.

Therefore, from the evidence submitted to the Council, the Council find that Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles County Flood Control Channel, proposed for vacation in the said ordinance of intention is unnecessary for present or prospective public street purposes, except for certain easements reserved and shown on the Street Vacation Map; and

The Council of the City of Los Angeles hereby orders that the said public street be and the same is vacated, except for said certain easements reserved above; and

The particular portions of the public street which is vacated were described by reference in said ordinance of intention and are described herein by reference to Volume 20,

RECORDED IN OFFICIAL RECORDS OF LOS ANGELES COUNTY, CA
1 MOL PAGE 2 P.M. JUN 13 1979
Recorder's Office

PRESENTED FOR RECORDATION BY THE CITY OF LOS ANGELES UNDER GOVT. CODE SECTION 6103
BUREAU OF R/W & LAND
ROBERT A. MANN, DIRECTOR, BY
REC. CLERK

79- 641029

2

page 97 of "Street Vacation Maps" on file in the office of the City Clerk of the City of Los Angeles, City Hall, Los Angeles, California.

The City Clerk shall certify to the making of this order, shall attest same and affix the City Seal, and shall cause a certified and sealed copy of this order to be recorded in the office of the County Recorder of Los Angeles County. From and after the making of this order, the area described and shown on said map is free of a public easement for street purposes.

I certify that the foregoing order was made by the Council of the City of Los Angeles at its meeting of June 6, 1979 by a majority vote of all of its members.

REX E. LAYTON, CITY CLERK

By Celia Rayfield
Deputy

Donald C. Tillman, City Engineer
Description Approved
City of Los Angeles
FEB 9 1979
by R. Aurale

Approved as to Form and Legality

BURT PINES, City Attorney

By _____ FEB 14 1979
Deputy
Assistant City Attorney

Council File No. 76-2037

Letter No. 57

RECEIVED
CITY OF LOS ANGELES
JAN 21 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU

Laurel Canyon Association

Community Organization Dedicated to Improving and Preserving the Quality of Life in Laurel Canyon

Cassandra Barrère
President

Jim Nelson
V.P. and President Emeritus

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 273-A
Los Angeles, California 90012 Fax: (213) 978-6566

January 20, 2011

Ref: NBC Universal DEIR Evolution Plan

Dear Jon,

Subject: Housing
We are adamantly opposed to the proposal to put housing on the Universal Property.

Subject: Traffic Mitigations
Metro Line 218 (which runs from Studio City to Cedars Sinai through Laurel Canyon). We would like to suggest that the 218 line be extended to Universal and that the cost of the line be included in the transit subsidy program.

One issue that that Universal could help with, is a Metro Line 218 - bus stop at Kirkwood Drive and Laurel Canyon Boulevard. While DOT has identified the location for the stop, there is no money for the $20,000 construction cost. This small amount should be added to the program of Transit mitigations.

We believe that these items should be included under the Universal Traffic Mitigations as we can make a valid argument that much of the congestion on the Boulevard can be blamed on commuters using it as a bypass to avoid the problems in the Barham Pass area caused by Universal.

Jim Nelson

Tel: 323-650-8866 FAX: 323-656-4323
Email: Barreres@aol.com

Letter No. 58

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Plan - Letter of Support

1 message

Zarui Neksalyan <ZNeksalyan@labusinesscouncil.org> **Wed, Jan 12, 2011 at 2:47 PM**
To: jon.foreman@lacity.org
Cc: Michelle Garakian <MGarakian@labusinesscouncil.org>, mayor@lacity.org, zev@bos.lacounty.gov, councilmember.labonge@lacity.org, michael.logrande@lacity.org, rbruckner@planning.lacounty.gov, darnell.tyler@nbcuni.com

Dear Jon,

Please find attached, a letter of support from the LABC for the NBC Universal Plan. Thank you.

Best,

Zarui Neksalyan

Assistant Director

Policy & Programs

Los Angeles Business Council

zneksalyan@labusinesscouncil.org

(310) 226-7460

nbc universal plan.doc
178K

LABC
Los Angeles
Business Council
since 1936

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Trammell Crow Company

Gerald Porter, Immediate Past Chairman
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Los Angeles Business Council

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Allan J. Abshez, **Greenberg Traurig**

Celeste Altimari, **Haworth**

Ellen Berkowitz, **Manatt, Phelps, Phillips LLP**

Andrew P. Cohen, FAIA, **Gensler**

Jonathan Cowan, **Sony Pictures Entertainment**

Joaquin DeMonet, **Arden Realty**

Shaun Dentice, **Sempra Energy Utilities**

Kevin Dow, **Turner Construction Co.**

Tom Flintoft, **Kindel Gagan**

John Goodwin, **Westfield Group**

Ron Griffith, **Century Housing Corporation**

Daniel Howard, **Lodgen, Lacher, Golditch, Sardi Saunders & Howard**

Deborah Kallick, **Cedars-Sinai Health System**

John Klein, **Equinox**

Joanne Kozberg, **California Strategies**

James Krug, **Falcon Waterfree Technologies**

Janet Lamkin, **Bank of America**

Antonio Manning, **J.P. Morgan Chase**

Mike Massey, **National ITC Corporation**

Gregory P. Medeiros, **Centennial Founders, LLC**

Guy Mehula, **Parsons**

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Kelly Olson, **AECOM**

Commissioner Joe Ramallo, **LA Dept. of Water & Power**

Kevin Ratner, **Forest City**

Daymond Rice, **Vons**

Michael Rosenfeld, **Next Century Associates, LLC**

David C. Sears, **J.P. Morgan Investment Mgmt., Inc.**

Carmel Sella, **Wells Fargo Bank**

Sarah Shaw, **JMB Realty Corporation**

Patti Shwayder, **AIMCO**

John Semcken, III, **Majestic Realty Co.**

Howard Sunkin, **Los Angeles Dodgers**

Lori Tierney, **Unisource Solutions**

Steve Velkel, **SNR Denton US LLP**

Greg Vilkin, **MacFarlane Partners**

Nadine Watt, **Watt Companies**

William Witte, **Related Companies of California**

Hraztan Zeitlian, **DLR Group WWCOT**

01/12/2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File# ENV-2007-0254-EIR

Dear Mr. Foreman:

As you know, the Los Angeles Business Council has a long history of advocating for smart growth policies and practices that decrease the negative environmental and economic impacts of urban sprawl. So when something like NBC Universal's Evolution Plan comes along, we can't help but get excited.

The Evolution Plan sets forth the framework to guide the development of Universal's property over the next two decades. It represents a $3 billion long-term private investment in Los Angeles and the entertainment industry -- an industry that is one of the region's economic drivers.

The creation of 43,000 construction jobs through project build out will do much to improve the current economic state in the region. But perhaps one of the most promising aspects of the Evolution Plan proposal is its housing component. Locating housing next to jobs near public transit is not just a good idea, it's what we need to do. This could be a real catalyst for changing how we live and work in Los Angeles.

The Los Angeles Business Council endorses this critically important project and commends both the City and the County on overseeing such a comprehensive environmental analysis.

Sincerely,

Mary Leslie

Mary Leslie
President
Los Angeles Business Council

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District

Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of LA
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Los Angeles Area
Chamber of Commerce

Letter No. 59

RECEIVED
NOV 08 2010
BY:

December 6, 2010

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File # ENV-2007-0254-EIR

Dear Mr. Foreman:

I write on behalf of the Los Angeles Area Chamber of Commerce regarding the recent release of the NBC Universal Draft Environmental Impact Report (Draft EIR). This has been a long journey and much credit goes to the City and the County of Los Angeles for overseeing such a thorough process.

The NBC Universal Evolution Plan represents a $3 billion long-term private investment in Los Angeles and the entertainment industry that will serve to bolster the regional economy by generating $26 million annually in new tax revenues and by creating 43,000 jobs.

The Chamber is confident that the Evolution Plan will positively contribute to the community and attract both businesses and tourists to Los Angeles.

It is apparent by the findings in the Draft EIR that NBC Universal has gone to great lengths to ensure that this project benefits the entire region, as well as meeting its own business needs. I believe this is the direction for prosperous growth for Los Angeles.

Such an important investment in our economy needs swift action. I hope to see the Evolution Plan move through the approval process in a timely manner.

Sincerely,

Gary Toebben

Gary Toebben
President & CEO

cc: Mr. Tom Smith, NBC Universal

350 S. Bixel St. | Los Angeles, CA 90017 | P: 213.580.7500 | F: 213.580.7511 | www.lachamber.com

Letter No. 60

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan Draft Environmental Impact report (DEIR).

Adrian Fine <afine@laconservancy.org> **Fri, Feb 4, 2011 at 10:56 AM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Mr. Jon Foreman,

Please find attached comments from the Los Angeles Conservancy on the NBC Universal Evolution Plan Draft Environmental Impact report (DEIR).

If you should have any questions or need additional information, feel free to contact me.

Adrian Scott Fine | Director of Advocacy | Los Angeles Conservancy

T 213 430 4203 | F 213 623 3909 | afine@laconservancy.org

523 W 6th Street, Suite 826, Los Angeles, CA 90014 | www.laconservancy.org

Get connected: Follow the Conservancy on Twitter and become a Facebook fan today!

Join the Conservancy and become an advocate for preservation in L.A. County.

UCLA Faculty Center DEIR LAC 2.4.11.pdf
53K

LOS ANGELES
CONSERVANCY

February 4, 2011

Submitted by email
Mr. Jon Foreman
Attn: ENV-2007-0254-EIR
Department of City Planning
Universal City Projects Unit
200 N. Spring Street, Room 273-A
Los Angeles, CA 90012
Email: jon.foreman@lacity.org

RE: NBC UNIVERSAL EVOLUTION PLAN—ENV-2007-0254-EIR

Dear Mr. Foreman:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the NBC Universal Evolution Plan. The Los Angeles Conservancy is the largest local preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education.

The Conservancy appreciates NBC Universal's demonstrated commitment toward the continued stewardship of historic resources at Universal Studios. We urge the inclusion of the following measures and additional language to further augment the provisions to historic resources.

The DEIR provides a thorough analysis of the NBC Universal Studio in the context of the genesis and development of Los Angeles' many film studios. The potential California Register-eligible historic district within the studio boundaries contains many structures significant to the development of Universal Studios and representing building types commonly associated with the motion picture industry.

The DEIR states that five contributing structures within the potential historic district have been proposed for demolition, although several mitigation measures have been included that would reduce impacts to historic resources. Specifically, mitigation measure J.1-1 would retain and/or relocate the Film Vault (#6237) to avoid its demolition and mitigation measure J.1-2 would retain and/or relocate the Jack Webb (#2250) and William Goetz (#2252) office buildings to avoid their demolition.[1]

[1] NBC Universal Evolution Plan Draft EIR, November 2010. I. Introduction/Summary, 178.

523 West Sixth Street, Suite 826, Los Angeles, California 90014 T: 213 623 2489 F: 213 623 3909

However, no mitigation measures have been included for office bungalows #4111 and #4113. Because of their small size and past history of relocation on studio property, the Conservancy believes an additional, similarly worded mitigation measure that would retain and/or relocate these office bungalows would further reduce impacts to the potential historic district. Such a mitigation measure in the Final EIR would maintain the percentage of contributing structures at 66 percent, which is above the 60 percent threshold widely recognized as necessary to retain historic district eligibility, and ensure the district will be viable if in the future any contributors are lost to unforeseen circumstances or natural disasters.

The Conservancy also commends the creation of the Universal Studios Historic District Preservation Plan as an integral part of the proposed County Specific Plan outlined in the DEIR. By providing clear guidelines following the Secretary of the Interior's Standards for the rehabilitation, maintenance, and repair of structures within the potential historic district, the proposed Preservation Plan will help ensure that the district retains its eligibility for listing in the California Register. To reiterate the studio's commitment to maintaining the historic district's eligibility, and to reinforce the provisions of the Specific Plan, the Conservancy urges the inclusion of language in the Preservation Plan referencing the mitigation measures and requiring additional environmental review if other contributing structures are proposed for demolition in the future.

Thank you for the opportunity to comment on the Draft EIR for the NBC Universal Evolution Plan. Please feel free to contact me at 213-430-4203 or afine@laconservancy.org should you have any questions.

Sincerely,

Adrian Scott Fine

Adrian Scott Fine
Directory of Advocacy

Letter No. 61

Jon Foreman <jon.foreman@lacity.org>

Comments on NBC Universal DEIR

Alexis Lantz <alexis@la-bike.org> **Fri, Feb 4, 2011 at 4:55 PM**
To: jon.foreman@lacity.org
Cc: Herbie Huff <herbie@la-bike.org>

Dear Mr. Foreman,

Attached please find comments on the NBC Universal DEIR from the Los Angeles County Bicycle Coalition. Please contact me if you would like to discuss our concerns. Thank you,

Alexis Lantz

Planning & Policy Director
Los Angeles County Bicycle Coalition
t: 213.629.2142 / f: 213.629.2259

www.la-bike.org

Help build a better, bike-able L.A. County:
Become an LACBC member today!

Please consider the environment before driving your car.

NBC Universal DEIR comment letter.pdf
86K

2/4

Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
Los Angeles, CA 90014
Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org

LACBC

February 4, 2011

Jon Foreman
City Planner
Los Angeles Department of City Planning
200 North Spring Street, room 750
Los Angeles, CA 90012

Re: Draft Environmental Impact Report for the Proposed "NBC Universal Evolution Plan"

OVERVIEW:

On behalf of bicyclists in Los Angeles County, we write to reject both the methodology and conclusions of the NBC Universal Evolution Plan Draft Environmental Impact Report. (Henceforth "the DEIR.") These comments augment our earlier letter which deals specifically with the project's negative impacts on Barham Boulevard and the lack of bike-transit integration at Universal City Station.

The DEIR's methodology is technically flawed, biased against people who do not own cars, and outdated. The DEIR recommends "mitigations" that will actually degrade the built environment, discourage biking and walking, and increase air pollution. By encouraging more single-occupancy car trips, NBC Evolution undermines both the intention of the CEQA law and the transportation goals of the City of Los Angeles.

In addition to our broad objections to the DEIR's methodology, we have a number of specific objections to the proposed project because of the ways in which it will degrade the bicycling and walking environment in the project area. These include:

- failure to provide for the completion of the Los Angeles River Path through the project area
- negative impacts on Barham and Cahuenga, two streets that carry large numbers of bicyclists currently and are slated to be reconfigured with bike lanes in 2015
- negative impacts on bicycle access to the Universal City Station on Lankershim, another designated bicycle lane in the City of Los Angeles 2010 Bicycle Plan Draft (2010 LABP)

To address these flaws, we demand that LADOT revise its guidelines for CEQA compliance so that the revised NBC Evolution EIR will use a standard, contemporary, multimodal methodology. This way, project mitigations will be interventions that actually protect the environment. Specifically, auto trips must not be mitigated by road widening and lane channelization, two techniques that the City of Los Angeles has tried for years, and that experience has proven are ineffective. Road widening, and lane channelization do not reduce congestion, and they immediately and permanently degrade the bicycling environment.

Further, we demand that the DEIR's models of the future transportation system incorporate the 2010 Los Angeles Bicycle Plan and the Los Angeles River Revitalization Master Plan, two documents the DEIR currently ignores. We further demand that the revised project and its associated transportation mitigations protect all planned bikeways in the City of Los Angeles and that the project not undertake any roadway modifications that make implementing bikeways more difficult. We call for bikeway construction and contributions to the bicycle trust fund established in the soon-to-be-adopted 2010 Los Angeles Bicycle Plan Draft as effective car trip mitigations. The NBC Universal Project should construct the planned, designated

bikeways within the study area: on the Los Angeles River, Cahuenga, Barham, Lankershim, Valley Spring Lane, Forman Ave, Riverside Dr, Camarillo, and Ventura. Implementing these bikeways will cost a fraction of the cost of road and highway widenings. Opening these bikeways when the project opens will mean fewer car trips, fewer environmental impacts, and a cleaner, greener future for Los Angeles. At minimum, the project should pay the full amount that is necessary to build these bikeways into the bicycle trust fund so that they can be built when the roads are repaved or the opportunity otherwise arises.

We want to support infill development, especially near transit stations. We do not write to object to the project *per se*. Rather, we object to the millions of dollars of roadway widening and parking space construction that will guarantee that much of the new travel going to and from this project happens in cars. We call for an NBC Universal Evolution that undertakes real measures to enable environmentally-friendly modes of transportation. At a minimum, these should include substantial contributions to the bicycle trust fund, bikeway construction, sidewalk and crosswalk improvements, decoupling parking from housing and office space, meaningful reductions in the number of on-site parking spaces constructed, and transit service and station improvements.

Please find details on our specific objections and demands below.

The DEIR's outdated and flawed methodology disrespects both the intention of the CEQA law and the City of Los Angeles's clean transportation agenda.

- The Los Angeles Department of Transportation (LADOT) requires use of Critical Movement Analysis (CMA) to evaluate potential impacts to the transportation network against performance thresholds established in the General Plan. Accordingly, the DEIR equates employs this methodology (p. 595, IV.B.1), and equates "traffic impacts" with vehicle level-of-service thresholds as calculated by CMA. This specific method was published in **1980** in Transportation Research Board (TRB) Circular No. 212, entitled *Interim Materials on Highway Capacity*. The methods that can be used for CMA have been updated in various TRB publications including the HCM-Planning Method in the 1985, 1994, and 1997 versions of the *Highway Capacity Manual* and the Quick-Estimation Method (QEM), set forth in the 2000 version of the *Highway Capacity Manual*. According to the Federal Highway Administration, most agencies prefer QEM because it is the most current (in FHWA-HRT-04-091). LADOT has not adopted any of these updates for use in forecasting traffic/transportation impacts for purpose of CEQA compliance.
    - It is our opinion that the 1980 CMA method employed in this EIR does not meet CEQA's standards for adequacy, completeness, and a good faith effort at full disclosure. A new transportation impact analysis is required, and this analysis should use a more recently updated method to determine the project's impacts and the effectiveness of mitigation measures.
    - It is our opinion that any traffic impact analysis which does not consider vehicle occupancy or pedestrian and bicycle movements is inadequate for any project under review by the City of Los Angeles Department of City Planning. An updated transportation impact analysis should incorporate multimodal movements, potentially using the TRB publication *Multimodal Level of Service Analysis for Urban Streets* (NCHRP No. 616) in conjunction with *Highway Capacity Manual 2010*.

- Questions:
  - Why did the City of Los Angeles Department of City Planning choose the 1980 CMA method over more recent updated methods the TRB's National Cooperative for Highway Research Program has set forth in revisions of its Highway Capacity Manual?
  - Why did the City of Los Angeles Department of City Planning choose to not incorporate non-vehicle movements or consider vehicle occupancies in its transportation impact analysis?

- The DEIR's model of Los Angeles's future transportation network (the "Future Base Roadway Network") **excludes the Los Angeles River Revitalization Master Plan and the Los Angeles Bicycle Plan.** This is an egregious omission, especially considering the level of detail with which the model incorporates other relevant plans, such as the regional improvement plans, local specific plans, and programmed improvements (p. 606 of IV.B.1). Accordingly, the network detail (number of lanes, intersection diverters, etc) for the future base roadway network is wrong. Implementation of the 2010 LA Bicycle Plan Draft will on many streets involve converting a mixed traffic lane to a bicycle lane, performing road diets that reduce the number of travel lanes on a road, or adding diverters and intersection treatments to prevent through vehicle traffic on a neighborhood street. Planned changes in the 2010 LABP and the LA River Revitalization Master Plan will thus affect how cars, buses, pedestrians, and people on bicycles move through the future base roadway network, and accordingly should affect how trips and routes are assigned in the traffic model. Currently, the model ignores all of these.

  The 2010 LABP is slated to be approved in 2011 and is already moving through the relevant city council committees. It has been vetted by the public and the city departments through a two-year-long public process, and it will be an official document before the environmental process for NBC Universal concludes. The DEIR should anticipate the physical changes to the transportation system that the planned bikeways will bring, just as it anticipates a cadre of developments around the project area, some of which may never break ground.

- The traffic model for NBC Evolution fails to account for the dramatic ways in which parking influences mode choice and thus trip generation. Parking's effect is well-documented. Among many studies on the topic, The Air Resources Board of the California Environmental Protection Agency published a research note in 1998 entitled, "Parking Cash-out Incentive: Eight Case Studies" that showed that simply offering employees the cash value of their parking subsidy reduced auto trips generated by 11%. Along these lines, one of the most direct ways for the project to reduce the number of car trips it will generate is to place parking costs where they belong, in the hands of drivers, rather than bundling them into the total cost of the project. Thus, **the model alternatives should include market parking policies,** including unbundling parking from housing, reducing the total number of parking spaces and pricing them at a market rate, and committing to a parking cash-out policy as described in California Health and Safety Code section 43845 for employees that work in the proposed office space. All of these measures have been proven to reduce car trips, and should be modeled and rewarded accordingly.

- The mitigations *themselves* are negative environmental impacts that will make it more difficult to walk, bike and ride transit in a far-reaching area around the project. **Roadway widenings, channelized lanes, increased speeds, and restricted crossings - these make bicycling,**

walking, and riding transit in LA dangerous and unpleasant. By subsidizing car travel and discouraging other modes, these so-called "mitigations" will actually create more air and water pollution. The staggering $100 Million in road widenings is at odds with the city's goals of building a cleaner, greener transportation system. They undercut the city's investments in bikeways, transit, and walkways.

- **Biased language.** The DEIR refers to roadway "improvements," when it should really use value-neutral words like "changes" or "modifications." (See, for example, p. 607 of IV.B.1). Many of these changes are *not* considered improvements by bicyclists, pedestrians, transit riders, or local homeowners. For example, widening a road can increase vehicular traffic speeds and volumes. This creates more pollution and noise, which local homeowners rightly dislike, and it makes it more hazardous and unpleasant to bike and walk on the street. Calling this change an improvement indicates that the DEIR, and the trip mitigation framework it follows, are biased toward changes that improve conditions for drivers at the expense of all other road users.

- **Year 2030 projections.** (p. 608) These reflect the outdated and incorrect mentality that we can actually build enough road space to accommodate future demand. Twenty year projections are ancient tools of traffic engineering that were used in the 1950s to build freeways. They have never proved to be accurate. There is no reason to assume that today's mode splits and car trip rates will continue for twenty years, especially when other indicators, such as car ownership, are flatlining. Accordingly, we waste money when we widen intersections to accommodate Year 2030 projections of vehicle traffic.

The DEIR fails to enumerate specific, acute impacts that the proposed project will have on bicycling safety. Page 683 of IV.B.1 states that the project will have no significant impacts related to bicycle and pedestrian safety. We strongly disagree. The project cuts off planned bikeways, increases vehicle speeds on common bike routes, and brings heavy vehicle traffic to streets that bicyclists have no alternative but to use. To mitigate these effects, we demand that the project build planned bicycle infrastructure within the study area so that bicyclists can cope with the increase in vehicle traffic.

- **Los Angeles River Path.** The Los Angeles River Revitalization Master Plan (LARRMP) and the 2010 LA BMP both designate a continuous bicycle path along the south and west sides of the Los Angeles River. The proposed project disrupts and disrespects this designation. The alternative path routing that the DEIR describes in no way compares to the continuous facility that the river path would provide. Not only does it take a less scenic and less direct route than the river, it ends into Lankershim Boulevard, an unpleasant road with large volumes of vehicle traffic moving at high speeds. Most disrespectfully, the DEIR does not even provide for how the bicycle path detour would ever reconnect with the Los Angeles River after dumping out onto Lankershim. Many bicycle commuters that would have taken the river path will be discouraged by the longer travel times and unpleasant conditions on the alternative proposed route. In compliance with these plans, the NBC Universal project must construct the portion of the bicycle path that runs through the project area. As a key commuter route from downtown and central Los Angeles, the bicycle path on the river will reduce car trips to the proposed development. If the revised project EIR contains the LA River path, trip generation rates should be adjusted downward in the traffic model as a result.

- **Barham Boulevard.** Our earlier letter details the problems with the mitigation measures proposed on Barham. Mitigation B-5 would narrow the width of the outside travel lane on Barham to 11', a

width that is too narrow for bicyclists to safely share with vehicles. Thus, bicycling on Barham will involve taking a whole travel lane, something that most bicyclists find unpleasant and that many bicyclists avoid. Further, it is wasteful to reconfigure Barham for the Universal project when the 2010 LABP aims to implement bike lanes on Barham in the year 2015 as part of the Five-year Implementation Strategy.

- **Cahuenga Boulevard.** Like Barham, Cahuenga is an important and heavily traveled bicycle route. It is one of the only ways to travel over the Hollywood Hills between the Valley and Central Los Angeles. Although the traffic model predicts that the project will add significant vehicle traffic to Caheunga, it neither considers nor provides for bicyclists on Cahuenga. Some of these bicyclists are already riding on the street, some will start riding on it to access the project, and some will start riding when it is reconfigured to include bike lanes in 2015 as part of the 2010 LABP Five-year Implementation Strategy. The project should implement this lane as an effective mitigation of the effects of increased vehicle traffic on bicycle safety. Furthermore, building this bikeway will enable more of the travel to and from the project to occur on bicycles, which should be reflected in lower trip generation rates in the traffic model.

- **Transit Access.** We object to the lack of project-related mitigations that increase transit service and access. Considering the size and scope of this development, and how many of its visitors will be tourists who do not have cars, much more of the mitigation money should go towards increasing transit service and access. We reject the proposed shuttle service as an effective mitigation measure. Bicyclists have worked long and hard to gain access to Metro buses and trains; we know we will have the ability to bring our bikes on Metro for years going forward. Many bicyclists have already invested in Metro passes, including TAP cards; and transit subsidies from universities and employers fund Metro. We do not want to incur transfer penalties, payment difficulties, and prohibitions against bikes-on-board, all of which the proposed shuttle service threatens. Instead of the shuttle service, we call for increased contributions to existing, integrated transit service. These should include funding more buses, decreased headways, and station access improvements. In particular, the project should pay to extend and improve the Metro Rapid 750 line, which runs the length of the San Fernando Valley from Warner Center to the Universal City Station of the Red Line.

Pursuant to CEQA, we demand a revision of the Traffic/Access and Traffic/Circulation impacts and mitigations.

- The time is now for LADOT to revise its CEQA guidelines for EIR methodologies. A cars-only LOS measure will create a cars-only world; given what we know about induced demand, chasing after congestion-free roads with road widening after road widening is a waste of public exaction money. The DEIR must be revised so that project mitigations have a close and real nexus with project impacts. LADOT must revise its CEQA guidelines so that the next draft of this DEIR, as well as all future EIRs, employ auto trips generated and multi-modal LOS as the basis for mitigations. The California Governor's Office of Planning and Research recommends that communities use Auto Trips Generated (ATG) rather than LOS for all environmental analyses. The City of Los Angeles should follow the Governor's lead and use a metric that counts real traffic impacts and encourages effective mitigations. Acceptable measures to mitigate auto trips generated should include on-site parking reductions, decoupling parking from housing, funding transit service improvements, and funding bikeway and walkway improvements in the impacted area.

- The revised traffic study must incorporate the planned transportation networks in the 2010 Los Angeles Bicycle Plan Draft and the Los Angeles River Revitalization Master Plan. The revision must remove any project-related roadway widenings or modifications that threaten the feasibility of any planned bikeways as they are specified in these plans. The project must preserve continuous public access to the Los Angeles River as specified in the LARRMP.

- Further, the revised EIR should specify how the project will *improve* the environment for bicyclists and pedestrians. NBC Evolution must fund the completion of planned bikeways in the 2010 Los Angeles Bicycle Plan Draft. At a minimum, the NBC Evolution project must not degrade roadways in ways that make them more unpleasant to bicycle on, nor can it widen roadways in ways that make future implementation of bicycle facilities more difficult. The project must specify how it will preserve the right of way for the ultimate completion of the Los Angeles River Path through the project area. The NBC Universal Project should construct the planned, designated bikeways within the study area: on the Los Angeles River, Cahuenga, Barham, Lankershim, Valley Spring Lane, Forman Ave, Riverside Dr, Camarillo, and Ventura. Implementing these bikeways will cost a fraction of the cost of road and highway widenings. Opening these bikeways when the project opens will mean fewer car trips, fewer environmental impacts, and a cleaner, greener future for Los Angeles. At minimum, the project should pay the full amount that is necessary to build these bikeways into the bicycle trust fund so that they can be built when the roads are repaved or the opportunity otherwise arises.

Sincerely,

Alexis Lantz
Planning and Policy Director
alexis@la-bike.org
(213) 629-2142

Letter No. 62

Nancy Scrivner <nancy.scrivner@lacity.org>

Fwd: NBC Universal Evolution Plan ENV-2007-0254-EIR

1 message

Alexis Lantz <alexis@la-bike.org> **Tue, Nov 30, 2010 at 4:28 PM**
To: nancy.scrivner@lacity.org

Nancy -

As Jon is out of the office I am submitting our comments to you.

Thank you for your time and attention.

Sincerely,
Alexis Lantz

——— Forwarded message ———
From: **Alexis Lantz** <alexis@la-bike.org>
Date: Tue, Nov 30, 2010 at 4:26 PM
Subject: NBC Universal Evolution Plan ENV-2007-0254-EIR
To: jon.foreman@lacity.org

Dear Mr. Foreman,

I realize we are a few days late in getting comments in on the NBC Universal EIR. I hope our comments will still be considered. Attached is our letter pointing out some of the issues with the development and the draft EIR. As pedestrian and bicycle traffic is not well monitored dismissing impacts as not significant fails to acknowledge that this development will greatly increase pedestrian, transit and bicycle trips to and around the area.

I appreciate your consideration and attention to our comments.

Sincerely,
Alexis Lantz

Planning & Policy Director

Los Angeles County Bicycle Coalition
t: 213.629.2142 / f: 213.629.2259

www.la-bike.org

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Los Angeles County Bicycle Coalition
634 S. Spring St. Suite 821
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Phone 213.629.2142
Facsimile 213.629.2259
www.la-bike.org
LACBC

November 30, 2010

Jon Foreman
City Planner
Los Angeles Department of City Planning
200 North Spring Street, room 750
Los Angeles, CA 90012

Dear Mr. Foreman:

It has recently come to our attention that the Draft Environmental Impact Report for the proposed "NBC Universal Evolution Plan" in Universal City contains several elements that will negatively impact bicyclists in the surrounding area. While the EIR makes mention of a bicycle network within the project site that will connect to existing and proposed off-site and commuter bike paths, it ignores current bicycle traffic patterns and thus fails to connect and/or account for such traffic patterns. It is imperative that the current bicycle traffic patterns not be interrupted, or if they must, that safe alternatives be planned and provided during and after construction. Below, we outline the specific aspects of the proposal with which we take issue, and follow with suggestions for addressing such issues.

First and foremost, Mitigation Measure B-5 describes widening and restriping Barham Boulevard. This proposed change presents a significant disruption for bicycle traffic along Barham, as this street is a major cycling link between the Hollywood Hills and Griffith Park. As it presently exists, Barham Boulevard has a wide lane next to the curb, where cars and bicycles share space; however, the reduction in lane width (to as little as 11 feet), as called for by Mitigation B-5, will critically affect the safety of bicyclists and vehicles, alike.

Second, while the proposal includes provisions for bicycle lanes on its internal "north-south" road, it makes no such provisions for any of the surrounding roads that fall outside of the "Project Area" but within the area of impact, or "Study Area." Unfortunately, the internal bicycle lanes are not a suitable alternative for the bicycle traffic that will be disrupted along Barham Boulevard. It is both unsafe and inconvenient to reroute bicycle traffic along Cahuenga Boulevard East through the congested Cahuenga-Barham intersection to the internal "North-South" road. This project should not be approved unless safe bicycle facilities are retained on Barham Boulevard or suitable alternatives are provided by creating safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive between Lakeridge Place and the new "northsouth" road.

Third, and relating to the first two points, the DEIR states that the "project impacts related to bicycle, pedestrian and vehicular safety would be less than significant." We beg to differ, citing the lack of specified accommodations for bicyclists and pedestrians outside of the "Project Area," but still within the "Study Area." We feel that it is necessary to incorporate more specific bicycling (and pedestrian) infrastructure elements in order to promote safe cycling in the area immediately surrounding the "Project Area."

Finally, as this project is located immediately adjacent to the Universal City Metro Redline Station, and is being promoted as a transit-friendly project, we feel more needs to be done to encourage non-motorized transportation to and from the project area. As stated above, the DEIR contains proposals for bicycle and pedestrian paths within the "Project Area," but not in the immediately surrounding areas. As a transit-hub, this project needs to incorporate elements that will promote and encourage bicycling and walking for the "first and

last mile" of the trips. Therefore, more needs to be provided in the way of bicycle lanes and other infrastructure within a 1-mile radius of the Metro station.

Sincerely,

Jennifer Klausner

Jennifer Klausner
Executive Director

Letter No. 63

Jon Foreman <jon.foreman@lacity.org>

Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Allison Mannos <allison@la-bike.org> **Wed, Nov 17, 2010 at 1:27 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman:

I wanted to write you concerning to plan for Mitigation Measure B-5 in the NBC Universal Evolution Plan EIR, as illustrated in Figure 78, of adding one more lane for cars to Barham Boulevard, would create an unacceptable safety hazard for cyclists traveling between Hollywood and Griffith Park.

As a cyclist who used to work next to the Ford Ampitheater, I would use Barham Boulevard and Cahuenga Boulevard East to travel to work. it was very frightening to ride in the street and I used to ride the sidewalk as a result. The LA City Bike Plan calls for "potential" bike lanes on Cahuenga and Barham meaning they won't be realized anytime soon, due to engineering needs,. It makes little sense to be able to easily add more auto capacity and travel lanes, but not a bike lane on an extremely dangerous, yet vital connector road for cyclists.

The lanes on Barham Boulevard are now wide enough in many areas that cars and bicycles can share the lanes. The proposed mitigation measure would reduce the curb lanes to as little as 11 feet, creating an unsafe condition for cyclists.

Another point of contention: While the proposed project would create bike lanes on its own internal "north-south" road, this road would not be accessible to cyclists coming from Hollywood unless they travel on unsafe portions of Cahuenga Boulevard, through the congested intersection of Cahuenga/Barham and then onto Buddy Holly Drive. No bicycle lanes exist on or are proposed for Buddy Holly Drive. This project should not be approved unless safe bicycle facilities are retained on Barham Boulevard or suitable alternatives are provided by creating safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive between Lakeridge Place and the new "northsouth" road.

Sincerely,
Allison Mannos

--
Development/Urban Programs Coordinator
Los Angeles County Bicycle Coalition
634 S. Spring St. Ste. #821
Los Angeles, CA 90014
213-629-2142
www.la-bike.org
City of Lights blog: http://ciudaddeluces.wordpress.com

Letter No. 64

LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

REF: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

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 NBC Universal Evolution Plan (the "Evolution Plan"). We believe that the Evolution Plan creates new and innovative private sector solutions for housing, transportation and environmental stewardship, while also addressing our region's desperate need for economic stimulus and employment growth.

In July 2007, the LAEDC adopted a "Resolution of Support" for what was then called the NBC Universal Vision Plan – now the Evolution Plan. At the time, our Board believed it was too early in the review process for the LAEDC to take a position on the specific details of the project, but we encouraged NBC Universal to consult with area stakeholders and work together toward the responsible development of the project. We think NBC Universal – with its Evolution Plan – has more than fulfilled this commitment.

The Draft EIR that was recently released by the County and City of Los Angeles shows that NBC Universal proposes a long-term investment in and commitment to the Los Angeles region, including a $100 million dollar investment in transit. The report's finding of very few long-term significant impacts is an affirmation of NBC Universal's efforts to work together with area stakeholders to identify innovative solutions to responsibly address project impacts as well as enhance existing conditions.

In the time since this July 2007 Resolution, the LAEDC helped facilitate the creation of Los Angeles County's first-ever, consensus Strategic Plan for Economic Development, an effort that brought together over 1,070 stakeholders from business, labor, environmental organizations and other community-based groups to develop a plan to create more jobs, grow our economy, and invigorate our communities. Last July, the Los Angeles City Council unanimously voted (14-0) to support the plan, which includes as one of its 52 strategies "[to] create healthy, vibrant and strong communities by balancing land use, transportation, economic development and environmental improvement objectives."

We believe that the Evolution Plan epitomizes this "balancing" of objectives by encouraging infill mixed-use development that combines density with employment and transit opportunities. As a mixed-use project designed to maximize access to public transit, the Evolution Plan represents an ideal

444 SOUTH FLOWER STREET 34TH FLOOR LOS ANGELES CA 90071
T 213.622.4300 F 213.622.7100 www.LAEDC.org

transit-oriented development. In particular, the project sets out a blueprint for NBC Universal's 391-acre Universal City property that links a new residential neighborhood (with 35-acres of open space) to an existing major employment center and revitalized entertainment destination with considerable mobility (and congestion relief) improvements achieved through enhanced connectivity to a number of intermodal transit options – all without expanding the footprint of the current property.

In addition to the improved transit and environmentally-beneficial aspects of this project, the economic and job creation potential benefits for Los Angeles County are also profound. NBC Universal estimates that the proposed Evolution Plan would generate about $2.0 billion per year in economic impact, add about 31,000 new jobs during the construction phase, support an additional 12,000 new full- and part-time jobs in L.A. County and generate approximately $26 million in new annual tax revenues for the City and County of Los Angeles. At a time when the unemployment rate for Los Angeles County stands at 13.0 percent, the importance of these economic stimulus effects cannot be overstated.

It is our hope that the significant economic development, environmental and transit improvement benefits offered by the Evolution Plan will ensure that the project moves through the required review process in an efficient and timely manner. For all of the above reasons, the LAEDC strongly supports the NBC Universal Evolution Plan.

Sincerely,

William C. Allen
President & CEO
LAEDC

cc: Los Angeles City Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, Los Angeles County Supervisor, Third District
Hon. Tom LaBonge, Los Angeles City Councilman, Fourth District
Hon. Ed Reyes, Los Angeles City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 65

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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January 31, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

Los Angeles Headquarters Association (LAHQ) supports NBC Universal's Evolution Plan. The Evolution Plan is consistent with LAHQ's mission to promote and create healthy economic growth while enhancing the quality of life in Los Angeles.

NBC Universal's Evolution Plan will be an engine for economic growth in Los Angeles through commercial activity, housing and tourism industries. This Evolution Plan will insure entertainment based companies are able to stay in Los Angeles through their office development. The upgrades and attention to Universal Studio's theme park will keep the venue as the premiere Los Angeles based tourist attraction. In short, keeping entertainment companies in Los Angeles and bringing more tourists to Los Angeles will generate economic growth.

The Evolution Plan addresses quality of life issues as well, which are core to LAHQ's mission. The transportation investments will help offset increased traffic congestion as well as contributes to a greater quality of life through the use of public transportation. Their careful analysis and planning of traffic lanes and on-ramps, as well as the increased accessibility of the metro line will mean reduced traffic and better quality of life for NBC Universal's neighbors.

Thank you for your consideration of this project and we hope that you will support it as it creates economic growth while enhancing the quality of life in Los Angeles.

Sincerely,

Gregory W. Schultz
President

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 66

LA INC. The Los Angeles Convention and Visitors Bureau

333 South Hope Street, 18th Floor, Los Angeles California 90071
Telephone 213 624-7300 Fax 213 624-9746 www.discoverLosAngeles.com

January 31, 2011

Mr Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: #ENV-2007-0254-EIR

Dear Mr. Foreman:

LA INC., The Los Angeles Convention and Visitors Bureau, endorses NBC Universal's Evolution Plan, and we do so for a number of reasons.

Tourism and the entertainment industry are major engines driving Southern California's economy. In particular, tourism is critical to Los Angeles, creating both direct and ripple effect jobs that employ hundreds of thousands of people in the region.

Universal Studios Hollywood is one of the most popular tourist destinations in all of Los Angeles County. Our organization is strongly supportive of NBC Universal's plans to continue their commitment to Los Angeles through significant investments in the theme park and CityWalk, thereby ensuring that visitors from all over the world will continue to visit the entertainment capitol of the world.

If Los Angeles is going to remain a viable and vibrant tourist destination, it is critical that we make sure that we lead the way in smart-growth concepts such as the Evolution Plan.

Sincerely,

Mark S. Liberman
President and CEO

cc: Mayor Antonio R. Villaraigosa
Zev Yaroslavsky, County Supervisor, Third District
Tom LaBonge, City Councilman, Fourth District
Ed Reyes, City Councilman, First District
Michael LoGrande, Director of Planning, City of Los Angeles
Richard Bruckner, Planning Director, Los Angeles County
Darnell Tyler, NBC Universal

Los Angeles
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Letter No. 67

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR, Case No. ENV-2007-0254-EIR and SCN: 2007071036

OMAR BROWNSON <obrownson@larivercorp.com> **Thu, Feb 3, 2011 at 10:28 PM**
To: Jon.Foreman@lacity.org

Dear Mr. Foreman:

On behalf of the Los Angeles River Revitalization Corporation, please find attached our comments to the *NBC Universal Evolution Plan Draft Environmental Impact Report*, Case No. ENV-2007-0254-EIR and State Clearinghouse Number: 2007071036.

Sincerely,

Omar Brownson
Executive Director
Los Angeles River Revitalization Corporation
obrownson@larivercorp.com
(310) 848-4286 mobile

RRC_LARPO_Universal_DEIR_Comments.pdf
173K

21X

February 4, 2011

Jon Foreman
Senior City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
Transmitted via E-mail to: Jon.Foreman@lacity.org

Re: *NBC Universal Evolution Plan Draft Environmental Impact Report*, Case No. ENV-2007-0254-EIR and State Clearinghouse Number: 2007071036.

Dear Mr. Foreman:

The Los Angeles River Revitalization Corporation (RRC) is charged with promoting responsible development, redevelopment, and revitalization of properties in the Los Angeles River Corridor that are consistent with the Los Angeles River Revitalization Master Plan (Master Plan). While the *NBC Universal Evolution Plan* (Project) offers considerable economic development benefits to the City of Los Angeles, we are concerned that the Project does not sufficiently follow either the City Master Plan or County Los Angeles River Master Plan. Specifically, our concern is that the Project does not go far enough to address the Master Plan's objectives of developing new, multiple-benefit uses, including the establishment of a continuous river greenway, and an interconnected network of parks and trails.

The Project, as proposed, would create a huge gap in public circulation, particularly since segments of the River Greenway have already been implemented upstream in Studio City and downstream in the Glendale Narrows. The Project does not allow public access to the River right-of-way (currently in public ownership) and would, instead, direct members of the public, such as cyclists and pedestrians, up a steep hillside and away from the River; and this, considered in combination with the proposed impacts of the Metro Universal Project (Planning Case No. ENV-2007-933-EIR, State Clearinghouse Number 2007061078) would result in substantial cumulative impacts regarding public access to the River.

We recommend incorporating projects of the City's 2007 Master Plan in the design and/or mitigation planning for the Project. These projects include the following:

- Cahuenga to Headworks River Greenway (Project 109);
- Lankershim Boulevard Arterial Green Street (Project 106);
- Lankershim Boulevard River Bridge (Project 107);

- Lankershim Boulevard and Cahuenga Boulevard Enhanced Intersection (Project 108); and
- Weddington Park to Riverside Drive River Greenway (Project 105)

Please continue to send all future documentation to the address below. Should you have any questions, contact me at obrownson@larivercorp.com. Thank you very much for your consideration of our comments.

Sincerely,

Omar Brownson

Omar Brownson
Executive Director
Los Angeles River Revitalization Corporation
570 West Avenue 26, Suite 475
Los Angeles CA 90065

Letter No. 68

Since 1916

Los Feliz Improvement Association
P.O. Box 29395, Los Angeles, CA 90029
(323) 660-1914
www.LFIA.org

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*Past President

RECEIVED
JAN 27 2011
BY: Msalazar

January 26, 2011

Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman,

The Los Feliz Improvement Association has represented thousands of households adjacent to Griffith Park since its founding in 1916. We are in favor of rational careful development that provides opportunities and employment. However, the Association has major concerns about the expansion and development plans for the NBC/Universal properties, particularly with regard to their impact on traffic flow and road expansion.

Any modification of roads or transportation protocols within the park must be consistent with restrictions and approvals mandated by Griffith Park's status as a Los Angeles Historic-Cultural Monument. For example, the northwest areas of the park are heavily visited recreational areas. Specifically, Travel Town and the Martinez Arena areas have historic standing and should not be compromised in any manner.

Additionally, the impact on traffic on already overburdened Los Feliz Boulevard, Franklin Avenue, and the north/south streets getting to and from the 101, 5, or 134 freeways will undoubtedly be adversely impacted. The City Planner should give the LFIA advanced notice and review of any plans that will be brought up by the entire city planning department and the board of supervisors. Thus, any traffic mitigation plans that do not accommodate additional impact, and in particular appropriate current park land, will be vigorously opposed by our organization.

Sincerely,

Donald A. Seligman
President

cc. Councilmember Tom LaBonge
Jon Kirk Mukri, General Manager, Department of Recreation and Parks

Letter No. 69

THE MONTALBÁN FOUNDATION
1615 N VINE STREET - HOLLYWOOD, CA 90028

January 14, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: #ENV-2007-0254-EIR

Dear Mr. Foreman:

I was pleased to read in the Draft EIR that NBC/U is investing in their studio with new sound stages and support facilities. We need ALL of the studios to continually reinvest here in Southern California if we're to keep the title of "the Entertainment Capital of the World." And, I believe the costs for their reinvestment will come from private funding, with no local, state or federal subsidies being requested…correct? The Evolution Plan will have a dramatic positive effect on our ability to provide new entertainment into the worldwide pipeline.

The Ricardo Montalban Foundation, with its marquee theatre property at Hollywood and Vine, is in full support of the Evolution Plan. We hope to see the approval process move forward in a timely manner.

Sincerely,

Gilbert Smith
Chair
Ricardo Montalban Foundation

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 70

OUTPOST estates
Home Owners Association

RECEIVED
JAN 27 2011
BY: Malazar

January 25, 2011

Jon Forman, Senior City Planner
City of Los Angeles City Planning Department
City Hall, Room 601
200 N. Spring Street
Los Angeles, CA 90012

RE: Comments on NBC/Universal Evolution Plan Draft EIR
ENV-2007-0254-EIR

Dear Mr. Forman:

Outpost Estates includes the approximately 450 single-family homes in the Hollywood Hills between the Hollywood Bowl and Runyon Canyon Park, north of Franklin Avenue. Our neighborhood is already impacted by cut through traffic on Outpost Drive travelling between the City and Valley sides of the Hollywood Hills and this situation will be exacerbated by the traffic generated by the NBC/Universal Evolution Plan. The Outpost Homeowners Association has reviewed the subject EIR and provides the following comments:

In Section IV.B.I, Table 20, "Existing Conditions", the DEIR authors categorize Cahuenga Boulevard/Highland Avenue, Highland Avenue/Odin Street and Highland Avenue/Camrose Drive as LOS A, in spite of the fact that they all experience FAILURE with stopped traffic congestion extended back from the Highland/Franklin intersection. Similarly, the table categorizes Oakcrest Drive/Cahuenga Boulevard and Mulholland Drive/Cahuenga Boulevard as LOS A and B, respectively in the PM peak hour, when anyone who has ever driven that street would know that queues extending south from Barham/Cahuenga extend south of the Mulholland intersection causing both of these intersections to operate at LOS F. The traffic counts taken at these intersections and the LOS calculations are suspect because the traffic typically is barely moving through them during peak hours and is constrained by queues from downstream intersections. There are many other examples of misinformation in Table 20, which downplays the level of congestion currently experienced around the project site. These inaccuracies are carried forward into the analysis of future conditions.

The Base Roadway Improvements listed on page 607 and shown on Figure 53 are not currently funded and are not likely to be in place prior to project completion. They should not be included in the future base traffic scenario as they present an overly optimistic characterization of traffic conditions. The widening of Highland Avenue at Franklin is not currently funded and requires right of way. The widenings of Cahuenga Boulevard at Barham Boulevard and at Odin Street also have no funding. Including these as base traffic conditions understates the levels of future congestion at these locations and allows the NBC/Universal project to avoid having to implement these improvement concepts as mitigation for project impacts at those locations.

The Neighborhood Intrusion Impact Analysis is completely inadequate and does not reflect the reality of traffic conditions in the project area. The DEIR authors contend that despite the fact that the proposed project will impact the freeways and parallel arterial streets, all of which will be at LOS F, that no traffic will divert to alternate routes through neighborhoods, because "no parallel routes via residential streets are available to bypass..." most of the congested streets. This is absurd and ignores the intrusion onto residential streets that is already happening today on roadways that wind through

7007 Macapa Drive, Hollywood California 90068
(213) 896-5110 Information Hotline

the hills. It demonstrates that the DEIR authors either don't understand traffic patterns in the study area, or they deliberately chose to ignore the impacts on residential streets for the benifit of NBC/Universal developers.

The Neighborhood Intrusion Impact Analysis fails to acknowledge that the Mulholland-Outpost route between Hollywood and the San Fernando Valley is already a cut through route on which the City of Los Angeles has taken some steps to reduce cut through traffic. The DEIR graphics fail to even indicate that Outpost Drive connects to Franklin Avenue making it appear as if it is not a viable cut through route. The addition of project traffic to Cahuenga East and West, Highland Avenue and the 101 Freeway will significantly increase the amount of cut through traffic on Outpost Drive and as a result, the Outpost neighborhood must be eligible for Mitigation Measure B-42 funding for neighborhood traffic management. The fund in this mitigation measure should be significantly increased to at least $5 million.

Many of the residents in our neighborhood are employed in the entertainment industry and we are supportive of the efforts of NBC/Universal to modernize their facilities. We are concerned about the loss of the back lot at Universal Studios and do not think the analysis of the impact of this requested land use change has been adequately addressed in the Draft EIR. The loss of the back lot will have economic impacts on the entertainment industry and could result in outdoor film shoots being relocated out of the City of Los Angeles and State of California. The placement of 3,000 homes on the back lot will displace entertainment jobs and could reduce film production on the remaining portions of the lot as NIMBYs living in these new homes will certainly object to the noise and inconvenience associated with film shoots immediately adjacent to their homes. This has become a serious problem in Downtown Los Angeles where new loft residents in formerly run-down buildings object to intrusioin of frequent filming.

We are also concerned about the economic impact of the proposed changes in jurisdictional boundaries included in the project description. All of the revenue generating portions of the site (i.e., the entertainment area and hotel zone) are proposed to be annexed into the County of Los Angeles and all of the areas of the site that require costly City services are shifted from the County to the City of Los Angeles. This will have a negative impact on the finances of the City of Los Angeles, already a cash-strapped City.

We hope that the City and County of Los Angeles will continue to work with NBC/Universal to modify the proposed project to reduce its impacts and that the EIR analysis will be corrected to reflect the negative traffic impact that it will have on our neighborhood and to provide additional neighborhood traffic management mitigation funding for improvements and traffic management in Outpost Estates.

Sincerely,

Outpost Homeowners Association

Michael P. Meyer
President

CC Tom LaBonge
Zev Yaroslavsky

Letter No. 71

Jon Foreman <jon.foreman@lacity.org>

Metro Universal Project - Studio City Chamber Comments

Studio City Chamber of Commerce <ExecutiveDirector@studiocitychamber.com> **Fri, Feb 4, 2011 at 5:35 PM**
To: Jon.Foreman@lacity.org

Dear Mr. Foreman,

Attached are comments from the Studio City Chamber of Commerce regarding the Metro Universal Project.

If possible, please let me know that you received this.

Sincerely,

Esther Walker
Executive Director

Studio City Chamber of Commerce

Studio City Farmers Market

4024 Radford Avenue
Edit 2, Suite F
Studio City, CA 91604
818-655-5916 Fax: 818-655-8392
executivedirector@studiocitychamber.com

www.studiocitychamber.com

<<...>>

Chamber comment 2-4-11.doc
361K

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February 4, 2011

Jon Foreman, City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012
Jon.Foreman@lacity.org
Sincerely,

Dear Mr. Foreman,

The Studio City Chamber of Commerce would like to submit our comments to the Draft Environmental Impact Report for the Metro Universal Project.

After reviewing the DEIR and attending a presentation at NBC Universal regarding the proposed expansion, the Studio City Chamber of Commerce would like to propose that NBC Universal add a shuttle service from their production facilities, offices, residential and commercial areas to the business district of Studio City. We request that the hours of this service be the same as the proposed hours of the shuttle service currently planned from the proposed area to Hollywood and Burbank. This would allow residents and employees within the proposed area to enjoy shopping and dining in Studio City and would help offset the impact the additional traffic would have on Studio City.

As co-owners of the Studio City Farmers Market, we also propose that shuttle service be available on Sundays from 8:00 AM to 1:00 PM so that residents of the proposed new residential units can shop at the Studio City Farmers Market, a non-profit corporation.

Thank you for your time and consideration.

Sincerely,

Theresa Cameron

Theresa Cameron
President

TC/ew

4024 Radford Avenue, Ed. 2, Suite F,
Studio City, CA 91604
Tel: 818-655-5916 Fax: 818-655-8392
Website: www.studiocitychamber.com
Email: sccc@mptp.com

Letter No. 72

STUDIO CITY RESIDENTS ASSOCIATION

P.O. Box 1374 • Studio City, CA 91614 • Ph (818)509-0230 Fax (818)509-0260 • www.studiocityresidents.org

February 3, 2011

RECEIVED
FEB 04 2011
BY: Mpalazar

John Foreman, Senior City Planner
Department of City Planning, Room 601,
City Hall Room,
Los Angeles, CA 90012

NBC Universal Evolution Plan
Draft Environmental Impact Report
ENV 2007-0254-EIR
State Clearing House No: 200707-1036

This is the response of the Studio City Residents Association to the draft environmental impact report.

1. THE DRAFT ENVIRONMENTAL IMPACT REPORT IS LEGALLY INADEQUATE: IT IS PROCEDURALLY DEFICIENT

The Draft Environmental Impact Report (DEIR) referenced above addresses a proposed development that presents significant and in some cases severe impacts not only on the surrounding neighborhood but on other significant areas of Los Angeles and adjoining cities. The project is commonly referred to as the NBC Universal Evolution Plan and shall be referred to as such herein.

2. THE DEIR SHOULD BETTER REFLECT THE METRO UNIVERSAL PROJECT

One major defect and inadequacy of the DEIR for NBC Universal Evolution Plan is an inability or unwillingness to incorporate and thereby evaluate the effect of a proposed Metro Universal Project development immediately across Lankershim Boulevard at the MTA Redline Station (and the environmental effect not just on the NBC Universal Evolution Plan but on the surrounding environments.)

In process with the City of Los Angeles is the DEIR for the Metro Universal Project to which public and other comments and responses have been filed. To date no final Environment Impact Report has been issued, approved or accepted for the Metro Universal Project. It is only upon the acceptance and approval of the Environment
Impact Report for the Metro Universal Project and the issuance of permits with conditions that the environmental impacts and the mitigation measures from that project will become known and can be reflected in the EIR for this project. Until this information is available then the DEIR for NBC Universal Evolution Plan is defective and fails to comply with the intended purposes of CEQA.

3. THIS DEIR AND THE EIR TO FOLLOW DOES NOT COMPLY WITH CEQA.

The purpose of a DEIR is to provide the public with detailed information about a Project before it is approved. (Pub. Resources Code §§ 21002.1; 21003.1.)

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"When significant new information is added to the EIR after public notice is given of the availability of the DEIR, but before certification, the EIR must be recirculated for public review. . . ." (CEQA Guidelines § 15088.5; Pub. Resources Code § 21092.1.) Any recirculated Draft EIR should contain redline or other convenient methods of comparing the recirculated Draft EIR to the original. The NBC_Universal Evolution Plan will be relying on unverifiable future projections rather than established facts therefore NBC Universal Evolution Plan DEIR is grossly inadequate. *Sunnyvale West Neighborhood Assn. v City of Sunnyvale City Council H 035135 Dec 16, 2010.* The City must recirculate a DEIR after verifiable and legally adequate information is added. It will not be possible to rely upon the filed Responses in order to cure the draft's inadequacies.

4. SIGNIFICANT AND UNMITIGATED IMPACTS EXIST.

In addition, the NBC Universal Evolution Plan DEIR references "Significant and Unmitigatable Impacts". These impacts that cannot be mitigated commence at page 255 though page 373. These "Unmitigatable Impacts" refer to impacts that cannot be prevented or that no preventative measures can be taken for various reasons. The impacts on the community cannot "...be reduced to a level of insignificance" (@ tp.255) yet it is proposed that these impacts remain and not be mitigated. Again, this is contrary to the requirements of CEQA.

The impacts are:

Solid Waste, Traffic, Noise and Air Quality.

When the NBC/Universal DEIR categorizes an impact as SIGNIFICANT and UNAVOIDABLE and no remedial action possible, this makes the report fail in its primary purpose.
Ignoring significant and unavoidable impacts has the effect of making an Environmental Impact Report deficient, incomplete and failing to be effective in addressing environmental impacts and concerns.
The DEIR does not state on what basis the significant and unavoidable impacts will be allowed and that will permit a project to go forward

5. INCORPORATION OF OTHER RESPONSES.

Studio City Residents Association joins the following organizations in their comments and objections and other matters raised their filings to the NBC Universal Evolution Plan DEIR and incorporates those comments and objections in this response as though set forth in full herein.

Communities United for Smart Growth
Studio City Neighborhood Council.

Respectfully submitted,

Alan Dymond
President
Studio City Residents Association

Letter No. 73

TOLUCA ESTATES DRIVE
HOMEOWNERS ASSOCIATION

RECEIVED
FEB 04 2011
BY: M Salazar

February 3, 2011

Mr. Jon Foreman
Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 No. Spring Street, Room 601
Los Angeles, California 90012

Re: NBC Universal Evolution Plan DEIR;
SCH No. 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

I am writing on behalf of the Toluca Estates Drive Homeowners Association, whose members are all of the homeowners on Toluca Estates Drive in Toluca Lake, California. This is the community referred to as the "Toluca Estates" residential area in the DEIR. We are providing comments in response to the discussion of the "Toluca Estates" residential area in the DEIR that we have been able to identify to date.

Please be advised that the size and scope of the DEIR is frankly overwhelming; the time provided to review and comment on this DEIR simply is inadequate. As a preliminary matter, we respectfully request an extension of the review and comment period to enable us adequately to review, study and comment on this massive DEIR.

In general, we found the descriptions of our community, the nearby portions of the Universal property and the impacts of the proposed project on our community to be inaccurate and misleading, so much so that they cause the DEIR to not provide a decision maker with an accurate and adequate understanding of the proposed project's impacts on our community. Specifically:

1. The DEIR in a number of sections attempts to downplay the impacts of the Project, specifically new high-rises in the northwest portion of the Universal site near our community, by suggesting that the impacts are mitigated or reduced by the "dense vegetation", "large, mature trees", "mature stand of trees", and similar phrases (see, e.g., discussion of Toluca Estates area in numerous locations in DEIR, including p.108 (Summary), pages 1173, 1241-42, 1260-61, and other locations). These references fail to take into account several factors:

a/A

a. Most of the trees in the community are deciduous. They thus provide little or no screening for approximately half of the year. This fact is completely ignored in the DEIR.

b. The existing tree cover, even when in bloom, will not block or reduce the various impacts of the high-rise proposed by the Project. The existing vegetation does not even block in most cases the upper stories of the existing parking structures along the LA River. How can it reasonably be asserted to block the view of new structures that are two to three times higher?

c. In many locations in the southern portion of our community there are significant gaps in the vegetation. In fact, the existing Technicolor building, at 4 stories, is clearly visible from many homes and from Toluca Estates Drive.

d. At night, the lights of the parking structures and other buildings across the LA River are clearly visible through the trees, creating significant light intrusion into our residential community, even in the Summer when the trees are in bloom. The new high-rise will significantly increase this already severe impact, even in areas where there is tree cover. Contrary to the DEIR, the existing vegetation will not block the project site at all for approximately half the year, and provide spotty cover for a very small portion of any new high-rise during the rest of the year.

In summary, the DEIR inaccurately describes the existing vegetation in our community in a manner that significantly downplays the Project's impacts on our community (e.g., "due to this heavy vegetation... Project lighting would not be highly visible"). This renders the discussion of the impacts on our community grossly misleading and provides the decision makers with a highly inaccurate and incomplete understanding of the project's impacts. This must be corrected and the resulting significant impacts must be mitigated.

2. The DEIR describes the proposed development as similar to existing uses in this portion of the project site and describes it as similar in character to existing structures and development patterns (see, e.g., Project Summary and other discussions of the Toluca Estates Residential Area). This is not accurate. The structures in the vicinity of our community are relatively low rise (4-7 stories), a high rise building of potentially 19 stories is not at all consistent with the existing structures. Such a high-rise will present a host of significant impacts on our community well beyond those resulting from the existing uses. These include substantially blocking the view of the Santa Monica Mountains, severe light and reflection impacts, substantial loss of privacy, significant blockage of sunlight, and an intrusive, massive urban tower that substantially detracts from the residential area. The appropriate mitigation would be to limit the height of any new structure to no more than 6 stories, if allowed at all.

3. If a building is allowed, mitigation measures should include a prohibition on building signage, advertising or decorative lights on any surface visible from the Toluca Estates community. The view from our community, both during the day and at night, already is significantly degraded. It should not be further severely impacted by lit or unlit building signage, advertising or decorative lights.

4. Noise from the Project area continues to be a significant problem for our community. Currently there are two separate noise impact:

a. There is significant noise during the day and evening from theme park operations. The noise has gotten significantly worse over the last year, to the point that explosions, music, loud speaker announcements and other noises can be heard inside some residents' homes. These significant noise impacts need to be mitigated as part of any project at Universal.

b. There also is significant noise at night from building operations on the Project site, including noise from HVAC units in buildings and cleaning operations in the open parking garages on the project site. So far as we have been unable to find in the DEIR an adequate discussion of these adverse impacts, either from existing operations or from proposed new facilities. Mitigation measures should be imposed to reduce or eliminate these existing significant adverse impacts and to prevent such impacts at new buildings and parking structures on the project site.

5. Our community also will be significantly impacted by construction noise and dust. We experienced significant adverse noise and dust impacts as a result of the construction of the Universal subway station and the adjacent freeway overpass, much of which occurred at night. These sites are further from our community than the project site so it is reasonable to assume that the noise impacts of any construction on the project site will be more severe. At a minimum, mitigation measures should include a prohibition on any loud construction activity at night and during weekends.

6. We also are very concerned about traffic impacts caused by the overall project. Already it is very difficult to cross or enter Cahuenga Blvd. at many times of the day unless at a signaled intersection. In addition, congestion in the area already has led drivers to spill over onto residential streets in the area, including Valley Spring Lane, to avoid congestion on Riverside Drive and other streets. The proposed project would only make this situation worse. We believe the DEIR understates the traffic impacts due to overly optimistic projections of public transport use by workers at the Project.

7. As noted in the DEIR, a number of homes in our community will be significantly impacted by shading effects and loss of view by the proposed high rise. This is a completely unreasonable impact to impose on our community; it should be mitigated by lowering any building to a height that does not cause shading or loss of view of the mountains and night sky.

We appreciate your consideration of our comments. Should you have questions, please do not hesitate to contact the undersigned at 15 Toluca Estates Drive, Toluca Lake, California 91602.

Gregory Thorpe, Treasurer
Toluca Estates Drive Homeowners Association

TOLUCA LAKE CHAMBER OF COMMERCE
POST OFFICE BOX 2100
TOLUCA LAKE, CALIFORNIA 91610

Letter No. 74

February 1, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012
Fax: (213) 978-6566

Re: NBC Universal Evolution Plan DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

The communities of Toluca Lake, Toluca Woods, West Toluca Lake, and Toluca Terrace will be greatly affected by the proposed development referred to as the NBC Universal Evolution Plan (Project). These communities will all be impacted by one or more elements of the plan and in varying degrees – most noticeably by traffic, noise, air quality, visual blight, loss of open space and loss of trees and wildlife. The negative impacts will be both short and long-term and the suggested mitigations proposed in the published DEIR are woefully inadequate to address those negative impacts.

The areas of Toluca Estates, Valley Spring Lane and the surrounding streets have been woefully dismissed concerning the proposed addition of development along the north side of the project from Barham to Lankershim:

(DEIR Summary p. 43)

> "Although the proposed Project may result in new development along the Project Site's northern boundary that **would provide building massing greater than that of the homes** within Toluca Lake, the **Los Angeles River Flood Control Channel** and more the **Lakeside Golf Club** would both serve to physically separate the proposed Project from the Toluca Lake residential area... Furthermore, **vegetation** within the Lakeside Golf Club and along Valley Spring Lane also serves to **buffer** the Toluca Lake area from the Project Site... Therefore, based on this physical separation and because **Project development would reflect existing on-site development patterns**, the proposed Project would not

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Substantially and adversely change the existing physical land use relationship between the Project Site and the Toluca Lake area and would not disrupt, divide or isolate the existing Toluca Lake area."

The existing *vegetation* has not *buffered* the noise from Universal Theme Park as it currently exists.

Why should private residents and businesses be responsible to provide and care for a "buffer"?

Why should "greater massing" be approved merely because some already exists?

Who decided that these areas – and these communities – are "urban" in character?

Why should the open space and recreational use of Lakeside Golf Course be declared a "buffer zone" and subjected to increased noise pollution in order to benefit Universal?

The open space of Lakeside Golf Club serves as important permanent, transitional and transient habitat for a number of native species, all of which will be disturbed, harassed and negatively affected by the proposed increased noise. Potentially included in the negatively impacted native species are coyote, raccoon, opossum, skunk, fox, deer, bobcats, various bird species, including migratory Canadian geese (who use the open space to nest and raise their young each spring). Canadian geese return to the same location as a family flock year after year to give birth to their young. Increased noise would disrupt that natural order and potentially illuminate their breeding patterns.

Why has the DEIR remained silent on the negative impacts to these species?

What negative impacts will occur to the wildlife as a result of the additional noise?

The presence of native species habitat should preclude any consideration of the golf course as a buffer zone.

Greater Toluca Lake is not, and has never reasonably been considered to be an "urban" community. We are a sub-urban community.

Toluca Lake does not approve of the suggested alternatives and/or "mitigations" that serve to funnel added traffic into our residential areas. Two examples: Alternative #9
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County of Los Angeles File No.: RENV 200700014

the North/South Road through Lakeside and Forman Avenue is hardly a "feasible" alternative and therefore does not follow the CEQA protocol.

How could that have been considered a viable alternative given the archaic designation of Forman Avenue? Further, we understand that no right of way or easements exist any longer through Lakeside Golf Club, and on that basis alone it is not a viable alternative for traffic flow and should have never been included in the DEIR. This mistaken identification of an existing right of way through Lakeside Golf Club serves as more evidence that substantial errors and erroneous information are found in the DEIR.

We oppose traffic Mitigation Measure B-17 at Forman Ave. as another example of funneling traffic through residential streets. Does not this mitigation proposal merely serve their Alternative #9? Currently Universal directs traffic to and from the 134 Freeway and its campus by way of Cahuenga Blvd – another residential street. Cahuenga has been determined to be well over capacity at this very time, and there is no opportunity to relieve congestion except to significantly widen the street, which would completely change the character and traffic flow through the community. The consideration of a widened Cahuenga was summarily dismissed in the recent past by the community because of those far-reaching negative impacts that would follow.

The clear impact of the proposed changes at Universal will be to substantially increase the number of daily vehicles using our residential streets. In spite of that, there is sparse or no appreciable retrofit or changes to our local streets proposed by the DEIR.

In fact, the DEIR has only considered the effects on traffic on those streets that are parallel to the project boundaries. It has not considered those streets that connect, intersect, feed and are fed by or would serve to remove traffic pressures from those parallel streets. In that narrow consideration the traffic studies are incomplete and provide useless information.

In the absence of a true master traffic plan and in the absence of really mitigation measures, the massive increase in traffic through Toluca Lake will, like river water overflowing the bank, will find a new course to flow. In this case, those new courses will be through our quiet, child lined residential streets.

Toluca Lake is very concerned about the obvious disregard for the Los Angeles River.

Where in this DEIR does it address the connectivity and enhancement of this River?

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The DEIR constantly refers to the River as a "Flood Channel"; an inappropriate characterizations.

How does the Project fit in with The Los Angeles River Revitalization Master Plan?

How does the Project affect the proposed River Improvement Overlay District?

Why wasn't CUSG's Metro-Universal River Walk Vision Plan included in this DEIR as a viable alternative consideration?

We are concerned about the loss of hundreds of mature protected trees.

Beyond the obfuscation of said trees moving from city to county and vice versa, how can this loss even be considered given that Air Quality will have unmitigateable "significant impacts?"

How can there not be an alternative with less environmental impact?

Residential component:

Universal is our neighbor and we respect and support its continued growth and success, especially in the area of television and film production.

In the best interest of long-term regional success we are absolutely opposed to the loss of the last undeveloped open space that is zoned for studio production. For that reason, we are opposed to the proposed residential development at land now used by Universal Studios for production and entertainment uses. Among the many serious negative impacts from the proposed 2938 (+/-) new homes, would be complete un-mitigatable traffic gridlock on those streets in and around the area, including in Toluca Lake. Further, placing residential where it is suggested has no resemblance to commonly accepted standards of planning, such as transitional land uses and transit based planning.

NBC Universal has no implied or expressed right to change the extremely long-standing and widely accepted current zoning for their property in order to build the proposed residential component. Universal had full knowledge of the zoning restrictions when they purchased their land. Allowing a change in that zoning would provide them an opportunity for betterment that is not enjoyed by any other business, property owner, or residence and, therefore, granting that change in zoning would

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seem to be discriminatory on its face. Further, there is widespread disapproval from the neighboring communities for the requested zoning change. How would allowing the residential development:

Serve the applicant's stated mission to grow its production capacity?

How does this serve the City of Los Angeles when it will inevitably cause loss of production and production related jobs?

<u>The negative impacts of the proposed soil haul route:</u>

The DEIR currently calls for the use of east-bound Forest Lawn Drive to the termination an Griffith Park as the principal haul route for the removal of soil and construction debris. Forest Lawn Drive from Pass Avenue (west) to the Los Angeles DWP Headwork's and Griffith Park western gate to Griffith Park is a narrow, heavily traveled, often congested and two-way street. Use of that street would have serious un-mitigatable negative impacts on all of Toluca Lake.

Has the proposed haul route along Forest Lawn Drive considered the following massive projects that will be built during or near to the same time as the Universal project:

1) Los Angeles DWP construction of the massive underground potable water storage tank(s) known as the Headwork's project, and the construction of the companion settling basin water tanks.

2) Forest Lawn Drive will presumably serve as the principal haul route for the proposed capacity expansion for Barham Blvd.

3) Oakwood apartments have announced plans to substantially enlarge their footprint, and to establish a new entry / exit point at Forest Lawn Drive and the Toluca Lake Tennis Club. Use of Forest Lawn Drive as the principal haul route is the only alternative for that other project.

4) The proposed haul route would take massive numbers of truck in to the delicate eco system that is Griffith Park. Griffith Park is the largest urban park in America. The Park already faces a delicate and challenged future without the added burden of thousands of new vehicles...

5) Griffith Park is currently operating with no current Master Plan. The last approved plan is woefully outdated. Procedurally the Park must adopt a new

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City of Los Angeles File No.: ENV-2007-0254-EIR
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plan before it can properly consider the impacts of the project on Griffith Park.

Why has the City not completed a current Master Plan as required by law?

Thank you.

Sincerely,

Richard Bogy
Chair, Government Affairs
And Community Development Committee
Toluca Lake Chamber of Commerce

Letter No. 75

Jon Foreman <jon.foreman@lacity.org>

Comment Letter from TLHOA re DEIR NBC Universal Evolution Plan

Peter Hartz <peter.hartz@tlhoa.org> **Thu, Feb 3, 2011 at 11:35 AM**
To: jon.foreman@lacity.org
Cc: tlabonge@council.lacity.org, renee.weitzer@lacity.org, Zev Yaroslavsky <zev@bos.lacounty.gov>, Ben Saltsman <bsaltsman@bos.lacounty.gov>, David Storer <storerdas@comcast.net>, lanceking3@aol.com, TJD723@pacbell.net, Richard Bogy <rbogy@bogycompany.com>, Phil Newmark <Phnewmark@aol.com>, Andrew Feola <andrew@geringercapital.com>, Bill Wiggins <billwiggins@apczinc.com>, Claire Bartels <claire.bartels@lacity.org>, Frank Banyai <ffbanyai@sbcglobal.net>, Hope Schenk-de Michelle <hopesdm@yahoo.com>, Janice Eaton <jse06@sbcglobal.net>, Kari Negri Donatelli <kari@skypropertiesinc.com>, Mike Chiarodit <mike.chiarodit@blueshieldca.com>, Mike Roos <mike@mroosco.com>, Pat Garner <jpgarner@sbcglobal.net>, "Roy P. Disney" <roypd@mac.com>, Scott Morris <scott@vdarealestate.com>, Steve Hampar <steve@hamparproperties.com>, Suzy Hillshafer <suzyhillshafer@att.net>

Jon – please find enclosed our comment letter on the NBC Universal Evolution Plan DEIR.

Regards,

Peter Hartz

President

Toluca Lake Homeowners Association

818-308-5549

2 attachments

TLHOA DEIR Response part 1 of 2.pdf
2959K

TLHOA DEIR Response part 2 of 2.pdf
2678K

TOLUCA LAKE
HOMEOWNER'S ASSOCIATION

February 3, 2011

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Jon:

Comment letter from the Toluca Lake Homeowners' Association (TLHOA) regarding the Draft Environmental Impact Report (DEIR) for the NBC Universal Evolution Plan - SCH # 2007071036, City Project Case No. ENV-2007-0254-EIR

Thank you for the opportunity to review the project DEIR (dated, November 2010) for the NBC Universal Evolution Plan (SCH #2007071036). The TLHOA provides the following comments:

1) The TLHOA is encouraged by the following language in the DEIR (emphasis added):

(a) Volume 1, Section I.B. (p.13) and Section II.E. (p.277) - Project objectives: Recognize Relationships with Neighbors

> A goal of the proposed Project is to **recognize and protect** the neighboring off-site residential and commercial developments through implementation of specific zoning regulations that would govern the development of the Project Site. These regulations, among other things, provide a level of certainty for the

	neighbors regarding the future use of the Project Site.
(b) Volume 1, Section II.E. (p.275)	Proposed Project Objectives. The overall purpose of the proposed Project is to provide **a clear set** of comprehensive guidelines under which future development of the Project Site would occur.
(c) Volume 21, Appendix F (p.2)	Executive Summary. The applicant is committed to **managing the noise** which is proposed within the site...the tools...should ensure compliance with all applicable standards.

Notwithstanding the above, the TLHOA is concerned that future noise within the Project will negatively affect the Toluca Lake residential area. This is based on the following:

1. New major project noise sources (the only types of future noise to be regulated by the two proposed Specific Plans) were included in the analysis in the DEIR based on the proposed Conceptual Plan (see p. 90 – Introduction). Alarmingly, as stated in the DEIR, the Conceptual Plan "represents just one of the possible ways the Project Site may be developed" (see p. 286). Further, the Conceptual Plan does not indicate the location and orientation of actual future buildings (see p. 286). The TLHOA is unsure what value the analysis provides in the DEIR as the DEIR states that it is the two Specific Plans that will guide "actual development" and will govern "and not the Conceptual Plan." (See p. 286)

   As presently constituted, the Specific Plans' proposed noise regulations do little for the TLHOA as they incorporate the City and County Noise Ordinances at best. At worst, they include the elimination of seven sections of the Los Angeles County Noise Ordinance (Sections 12.08.390, 12.08.400, 12.08.440, 12.08.460, 12.08.470, 12.08.530, and 12.08.560 – see page 346), the very ordinance that the DEIR claims to be the most conservative (as opposed to the Noise ordinance of the City of Los Angeles) and the regulatory tool used to compare existing and future conditions in Section C of the DEIR.

The TLHOA is not comforted by the "clear set of guidelines" in the DEIR that refer to the respective Specific Plans as the solution for addressing future environmental noise that will be inflicted upon its residents. The regulations identified in the proposed Specific Plans are the same tools that are being used currently to address existing environmental pollution in our neighborhood. The DEIR should identify regulations that indeed "protect" our community from impulsive sounds and other types of noise that exist today that are not being addressed by utilizing the current City and County noise ordinances.

2) The DEIR (p.304) states that "the proposed Specific Plans include design principles, which address development along the four edges of the Project Site and how this development interfaces with the offsite uses, and design standards, which provide such requirements as screening, **sound attenuation** (emphasis added) and signage regulations that are included in both Specific Plans. Together, the design principles and standards provide an aesthetic design framework for the proposed Project based on the Project Site's physical character, including Universal City's identification with the entertainment industry, and the diverse conditions around the Project Site's perimeter, particularly interactions with the neighboring residences to the east".

   The TLHOA is unable to locate any sound attenuation design principles in the DEIR that "manage the noise" that is assuredly going to impact its community during build-out of the Project Site, not to mention thereafter. The DEIR should identify how onsite operational noise will be prevented from traveling beyond the boundaries of the Project Site. A performance standard to this effect must be required as a mitigation measure. The mitigation measure could be very similar in construct to proposed Mitigation Measure C-2 that permits certain on-site activities that "do not result in an audible sound outside of the combined boundaries of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan". This type of performance standard in the DEIR and Specific Plans would "recognize and protect the neighboring off-site residential and commercial developments", thereby accomplishing one of the "stated" objectives of the Project.

3) The DEIR should recognize that noise travels and respects the jurisdictional boundaries neither of the City and County pertaining to the Project Site, nor of residential communities within the Project area. The DEIR should "recognize the relationship between the Project Site and the local community, and strive to reduce potential impacts to the

community" by having one regulatory standard that can be administered with ease. The two Specific Plans should contain the same standard to eliminate environmental noise in Toluca Lake. This is a permissible use of Specific Plans as a regulatory tool as one can see on page 341. It states the following:

> "Whenever the proposed Specific Plans contain provisions that establish regulations (including, but not limited to, standards relating to densities, heights, uses, parking requirements, subdivision design, infrastructure/utility design and implementation including wireless/communications facilities, building separations and exiting, grading, signage, the sale and service of alcoholic beverages, landscape design, open space, protected trees and other vegetation), which are different from, more restrictive or more permissive than would otherwise be allowed pursuant to the provisions contained in the City of Los Angeles or Los Angeles County Code, **the proposed Specific Plans would prevail** (emphasis added) and supersede those applicable provisions of the City of Los Angeles or Los Angeles County Code. Whenever the proposed Specific Plans are silent, the provisions of the City of Los Angeles or Los Angeles County Code or other ordinances would apply".

The DEIR should analyze the noise impacts that are associated with the Specific Plan and in particular those amendments that "would modify the applicability" of certain sections of the County Noise Ordinance. The TLHOA is unaware of the environmental consequences of this aspect of the proposed Project. Further, the problem of relying on the City and County objectives, standards and polices for establishing noise thresholds is that they do not create an acceptable living environment for the residents of Toluca Lake. They should not be the standard for the Specific Plans as they do not provide adequate limits, mitigation or eliminate the likelihood of future intrusive noise.

4) The TLHOA is concerned with the DEIR section (p. 286) that describes the implementation of the "Equivalency Program". The flexibility built into the Program means that future operational noise sources will be difficult to identify as "the potential for noise impacts to occur are site specific to the location of each related project" (see page 93). The DEIR needs to include mitigation measures to assure residents of

Toluca Lake that no additional environmental impacts from new operational noise sources would result beyond the boundaries of the proposed Project Site.

5) The Environmental Impact Analysis section regarding Noise (Section IV.C.) must include more current "existing" ambient noise readings for the 12 receptor areas and their associated 47 receptor locations. As presently constituted, the DEIR contains noise data that was taken between February and July 2007 (DEIR, page 974). This data is almost 4 years old and therefore more than likely inaccurately reflects the existing noise environment. Accordingly, it cannot properly be relied upon "to obtain a broad understanding of the existing ambient noise environment in the Project area".

   To be sure, the TLHOA concurs with the DEIR that many changes in the Project area have taken place in addition to changes within the Project Site (see page 274). An updated noise environment study needs to be prepared that includes recent data for public review which will enable the public to be more accurately informed as to existing conditions. Should such a more current study be prepared, it likely would show that the ambient conditions in the Project area will be closer to or exceed established criteria (i.e., the City and County Noise Ordinances) found in the November 2010, DEIR. Additionally, given that the publication date of the Veneklasen Associates, Inc. report is dated March, 2010, the TLHOA questions why the data provided for the existing receptor locations dates back to 2007, and why more current data was not provided.

6) There are several statements in the DEIR that are incorrect and the TLHOA is concerned that the public has been misinformed. The DEIR should accurately describe the on-going environmental impacts that operational noise produces in the Toluca Lake community. Examples of false statements are provided below:

   (Page 981)

   "(2) Existing Project Site Noise Sources

   (a) Types of Noise

   There are a number and variety of noise sources currently located within the Project Site, but the majority of the noise sources **do not** impact the nearby community". (emphasis added)

As evidenced by comments in response to the Notice of Preparation (NOP), there is also a clear history of well documented noise impacts in the surrounding Project area (see Attachments 1 through 7 regarding TLHOA impacts). Notwithstanding the aforementioned, Universal acknowledges (as recently as this week) their noise impacts upon the surrounding communities (see Attachment 8). Clearly, the standards being suggested to address future noise impacts in the DEIR and Specific Plans are the same ones in use currently. They do not work for the nearby community of Toluca Lake. The DEIR misinforms the public!

"(b) Major Existing Contributing Noise Sources

> The majority of noise sources on the Project Site, as discussed above, would not impact nearby communities, as they do not generate enough noise to be audible above ambient noise levels at the sensitive receptors in the Project area. **However, noise generated by on-site attractions, heating, ventilation, and air conditioning equipment, car alarms, and special events are audible at off-site locations**". (Emphasis added)

The TLHOA requests that the DEIR provide analysis of the "audible" noise generated by the sources described in the section above and provide accurate predictions/estimates of future noise that is to be generated by said future sources per the Conceptual Plan and Specific Plans. Further, the DEIR should provide analysis of more on-site tests (as was done for the temporary pyrotechnic test in Appendix F – see page 10) to better understand the peak impulsive noise impacts. In this regard, it should be noted that the noise generated onsite by the DEIR consultants (Veneklasen Associates) was measured at an Lmax level of 102 dBA at 75 feet from the noise source and the level of noise for that event in Toluca Lake was measured at 75 dBA. This level of noise is environmentally unacceptable and creates a significant negative impact upon the residents of our community.

7) The TLHOA would like the DEIR to discuss the "program" that is identified on page 994. It states in part:

"**c. Project Design Features**

As part of its goal to control and reduce noise to the surrounding communities, the Applicant or its successor would implement a **program** to place noise limitations on the output of major sources of noise through the implementation of the proposed Universal Studios Specific Plan and the proposed Universal City Specific Plan".

The DEIR does not include a specific program that will address the impact of noise generated by future operations. The residents of Toluca Lake cannot rely on the standards of the City and County (that are in the Specific Plans) for resolution of their concerns, and instead look to Universal Studios to do so, and to describe such a program in detail prospectively.

8) While the main effort of this response has been to address onsite and offsite operational noise, the residents of Toluca Lake are also concerned about the Significant and Unavoidable impacts of construction noise. The DEIR must provide a more detailed explanation of steps to be taken to ensure that impacts are indeed short-term and that cumulative impacts are addressed appropriately when correct and more updated noise data is provided as requested in this response.

9) The TLHOA hereby incorporates the following comments made by the Lakeside Golf Club with respect to Alternative 9:

<u>Alternative 9 - Extension of Forman Avenue.</u>

[TLHOA] is opposed to Alternative 9, which incorporates the Los Angeles County Highway Plan extension of Forman Avenue from its present terminus at Valley Spring Lane through and across the upper one-third of the golf course to Universal Studios. [TLHOA] believes that the County Highway Plan's extension of Forman Avenue can no longer be effectuated. At one time, [TLHOA] understands that there was a dedication of Forman Avenue from Valley Spring Lane to the Los Angeles River. However, in 1979 a group of

Lakeside members obtained an Order of Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles Flood Control Channel - Street Vacation Map-18516 recorded June 13, 1979 as Instrument No. 79641029. Please see a copy of the Order to Vacate No. 79-01619, attached hereto as Attachment 10. As such, the County Highway Plan is outdated and the Forman Avenue extension, specifically, is not a viable alternative.

Lakeside would be destroyed with the approval of Alternative 9. The Forman Avenue extension would cut through the Property (to the north) midway through the golf course. Of 18 holes, 5 holes would be completely eliminated under this alternative. Lakeside, and the investment of hundreds of community members, would be worth essentially nothing under the current zoning and land use designation.

According to the DEIR, the County General Plan Transportation Element policy maps, referred to as the Los Angeles County Highway Plan ("County Highway Plan"), reflect the General Plan's growth and development policies and identify the location of existing and proposed roadway improvements. The County Highway Plan identifies a future major public highway (100 foot right-of-way) through the Project Site that connects Forest Lawn Drive/Lakeside Plaza Drive and Lankershim Boulevard/Bluffside Drive. This future roadway (*i.e.* the East-West Road) is generally located along the north side of the Project Site, parallel to and south of the Los Angeles River Flood Control Channel. [TLHOA] understands that the proposed alignment for this unbuilt roadway would be through the existing on-site Studio and Business Areas, thus, requiring demolition of existing on-site structures and parking lots, as well as the relocation of the existing private access gates at Lakeside Plaza Drive and Muddy Waters Drive. The County Highway Plan, in addition to the East-West Road, also identifies a planned roadway that connects the East-West Road to Riverside Drive to the north. This roadway which is an extension of the existing Forman Avenue is shown in an alignment that would cross the Lakeside Golf Club about midway across the golf course.

> [TLHOA] is aware that one of the discretionary actions requested to implement the proposed Project is the deletion of the East-West Road from the County Highway Plan. It should be clear that [TLHOA] is in support of that discretionary request. Specifically, [TLHOA] is opposed to Alternative 9 and any other alternative that would incorporate the East-West Road into the Project. (The two East-West Road alignments that have been identified in the DEIR are: (1) East-West Road from Barham Boulevard to Lankershim Boulevard without the Forman Avenue extension (Alternative 8); and (2) East-West Road from Barham Boulevard to Lankershim Boulevard with the Forman Avenue extension (Alternative 9).)
>
> In addition to [TLHOA's] opposition to the Forman Avenue extension and Alternative 9, Alternative 9's analysis of environmental impacts is wholly inadequate, making it impossible for the City and County to approve Alternative 9 without further environmental analysis. The Alternative 9 analysis includes only a very brief review of traffic/circulation, air quality, noise, and historic resources impacts and merely glosses over anticipated impacts to [TLHOA]. The DEIR Alternative 9 discussion is otherwise devoid of analysis regarding: aesthetics, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazardous materials, hydrology/water quality, land use/planning, mineral resources, population/housing, public services, recreation, and utilities.
>
> Alternative 9 should be rejected. In the unfortunate event that Alternative 9 (and/or the Forman Avenue extension) is considered for future approval, CEQA requires significant revisions to and analysis of the potential resulting environmental impacts.

Furthermore, the TLHOA is informed by Mr. Charles J. Gonzalez, the current Historian for Lakeside, the DEIR fails to acknowledge an Order of Vacation that was recorded in 1979 (see Attachment 10). In an article published by Lakeside to commemorate its 75th anniversary (and edited by Mr. Gonzalez), it states:

"The Road Through Lakeside" - Before the creation of our wonderful Lakeside Golf Club there existed a grant of property rights created through the dedication of a 50-foot-wide public road which extended from the present Forman Avenue through the Lakeside property and across the Los Angeles River. The dedication occurred on the Lankershim Ranch map filed in Book 31 Pages 39 thru 44 Miscellaneous Records. The use of the dedicated street by public entry would have ruined the golf course and severely impacted Lakeside Golf Club. The dedication of this street existed until a group of Lakeside members decided to petition the City of Los Angeles to vacate the dedication of the street across Lakeside Golf Club.

In 1979 the members were able to obtain an Order of Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles Flood Control Channel - Street Vacation Map-18516 recorded June 13, 1979 as Instrument No. 79641029. A special thanks and acknowledgement to Bob Selleck, Jim Irsfeld, and Bill Little, who contributed their time and effort to obtain the vacation of the street for all of the members of Lakeside Golf Club." (end of article)

The DEIR must recognize, cite the Order of Vacation and include the basis (i.e. the City's public record) for its adoption.

10) The TLHOA hereby incorporates the following comments made by the CSUG with respect to traffic impacts:

Traffic

The traffic analysis under-forecasts the amount of traffic that the proposed project will generate and then takes credit for an unrealistic transportation demand management (TDM) program to further discount the traffic by 22%. It erroneously assigns traffic to roadways and freeways that are over capacity and pretends that none of it will find alternate routes. And it relies on mitigation measures written in legalese that will allow the developer to weasel out of implementation of many of the measures.

The Project Site Trip Generation Table 30, page 780, indicates that the Entertainment Area currently generates traffic at the rate of 17.53 trips per 1,000 square feet. The new Entertainment Area

square footage in that same table is forecast to generate traffic at the rate of 5.97 trips per 1,000 square feet, a 66% reduction in the trip rate, not a very positive assessment of the success of the new venues. Table 30 actually says that the 288,600 sq ft of new entertainment area and the 500-room hotel will **decrease** trips in the pm peak hour by 102 trips. If the new entertainment area square footage was forecast to generate traffic at the same rate as the existing entertainment area, the site would generate 3,336 more daily trips, 10% more than the net increase forecast.

The project's trip generation analysis is based on the assumption that the Gibson Amphitheater is currently in use every evening on weekdays and that it is completely sold out. No data is provided to substantiate this claim. By making this assumption, the EIR authors reduce the impacts of the future project by taking credit for the elimination of pm peak hour trips on typical weekdays, which they claim were theoretically generated by the Amphitheater, but which in fact are not typical of weekday commute periods. This disguises the magnitude of the project's traffic impacts.

Table 30 also includes no estimate of traffic expected to be generated by the additional 1.5 million annual theme park visitors forecast to be attracted to the Universal theme park. The 1.5 million additional annual visitors represent a 33% increase over current attendance figures[1].

Appendix I of the Traffic Study [*Appendix E-1]* estimates the daily theme park attendance as 24,896 and the future attendance as 31,399, a 27% increase. This under-represents the potential increase in theme park-related trips. The traffic analysis therefore significantly under-represents the traffic generation of the site and misrepresents the magnitude of its traffic impacts.

Even with the apparent under-forecasting of the project's trip generation, the DEIR does forecast that the amount of traffic generated by the project will nearly double, increasing from 44,883 trips per day to 81,334, an 81% increase. Morning peak hour traffic will double, increasing from 3,015 trips to 6,084, a 101% increase. Afternoon peak hour traffic will increase by 77%, from 4,714 vehicle

[1] **Source of 4.5 million current attendance: Themed Entertainment Association**

trips to 8,337 vehicle trips. This is more than significant. It is outrageous!

The traffic analysis *[Table 35, page 798 – Site Transit Trip Analysis]* assumes that 13% of the AM peak hour person trips and 11% of the PM peak hour person trips will be made via transit. This is an unrealistic assumption given that 73% of the AM peak hour trips and 63% of the PM peak hour trips are forecast to be made by employees and residents on site, not tourists visiting the theme park. According to the Southern California Association of Governments, only 4% of home-to-work trips in Los Angeles County are made by public transportation.

The traffic analysis also discounts the trips by community retail and neighborhood retail by excessive amounts. Community retail trips are discounted by 40% to reflect people passing by and stopping at the retail stores. The neighborhood retail trips are discounted by **75%**, 50% for pass by trips and 25% for walk and bike trips. These unrealistic reductions in trip making downplay the potential impacts of the project on the surrounding community.

It is curious why the project applicant can forecast that its TDM program will be so effective at reducing trips from both the new land uses on site as well as the existing land uses on site.

If they can reduce trip generation of the existing site so well, why don't they demonstrate it now?

In order to ensure that the TDM mitigation measures are as effective as forecast, an additional mitigation measure should be included in the Final EIR; a trip cap should be established for each phase of development and subsequent phases should not be allowed to proceed without achieving the TDM goals established for each phase. This can easily be monitored with automatic loop detectors to count traffic entering and exiting the site. Such trip caps and annual monitoring programs have been in effect at Fox Studios in Century City and as part of UCLA's Long Range Development Plan for many years. LADOT has experience monitoring such trip caps based on annual reports submitted by the developments.

In the LADOT traffic assessment letter included in Appendix E-2 notes that the Transportation Demand Management (TDM)

Program should include "a periodic trip monitoring and reporting program that sets trip-reduction milestones and a monitoring program to ensure effective participation and compliance with the TDM goals." This language is not strong enough, nor enforceable without specifying what those TDM goals are by phase of development. A Mitigation Measure must be added to the Final EIR specifying the trip caps by phase and precluding advancement of development into a subsequent phase without meeting the TDM goals of the prior phase.

Establishment of the baseline number of trips generated by the site will be the first step in developing the trip caps for each phase of development. In reviewing the DEIR assessment of the existing trip generation of the site, it appears that the DEIR authors significantly overstate the number of existing trips generated. The trip generation analysis in Appendix I of Appendix E-1 estimates the peak hour trips of the site based on theoretical trip rates by land use and park attendance. Table A5 of that appendix lists the total existing trip generation of the site as 3,015 trips in the AM peak hour and 4,715 trips in the PM peak hour. Data provided in Figure 45 of the DEIR Section IV.B.1 contradicts that assessment. Figure 45 contains the empirical data with regard to peak hour turning movement traffic counts at all of the study intersections. If one adds up the movements into and out of the NBC/Universal site, represented by the movements at the project access points (intersections 72, 34, 35, 73, 43,and 55), the total number of trips into/out of the site in the peak hours are 1,600 trips in the AM peak hour and 1764 trips in the PM peak hour. Even including half of the trips accessing the site at intersection 36 (Lankershim/Campo de Cahuenga/Universal Hollywood), which includes trips to/from the hotels and office building on Universal Hollywood Drive, the total number of trips into/out of the site would only be 2,089 in the AM and 2,300 in the PM peak hours.

Overstating the theoretical trip generation of the site does not change the existing levels of service calculated at study area intersections, since they are based on the count data, nor does it change the identification of project impacts, since they are based on the incremental change in future conditions at those intersections. What it does affect is the determination of any future

trip caps, as well as call into question the calibration of the theoretical trip generation calculations for the site.

The Improvement Phasing Plan of Attachment J of Appendix E-2 lists the maximum allowable PM peak hour trips that can be generated by the four phases of the project. These trip levels are presumed to be net new trips above the existing trip generation of the site. These are: Phase 1 – 1,101 trips; Phase 2 – 2,573 trips; Phase 3 – 3,284 trips; and Phase 4 – 1,309 trips. The table below illustrates how the use of empirical traffic counts changes the allowable trips per phase compared to the use of the project applicant's theoretical assessment of PM peak hour trips.

Phase	Applicant's Proposed Maximum No. of New Trips	Trip Cap Depending Upon Source of Existing Trips Data			
		Traffic Counts	Trip Cap	Theoretical Trips	Trip Cap
1	1,101	2,300	3,401	4,714	5,815
2	2,573		5,974		8,388
4	3,286		9,260		11,674
4	1,309		10,569		12,983
Total	8,269		10,569		12,983

The calculation above also calls into question the estimate of total Project Site Trip Generation presented in Table 30 of Section IV.B.1 of the DEIR. That table states that the project currently generates 4,714 PM peak hour trips and will add 3,623 trips for a future total of 8,337 PM peak hour trips. This contradicts the Phasing Plan in Attachment J of Appendix E-2 that proposes the addition of 8,269 trips over four phases of development.

On page 597, the DEIR states that four of the 117 study intersections in the City of Los Angeles currently operate under ATSAC and 109 are controlled by the more sophisticated ATCS

and that the capacity analysis for these locations was adjusted by 7 and 10%, respectively, to reflect these existing signal system improvements. The project proposes to provide new traffic signal controllers at 49 intersections as part of its mitigation program. No additional capacity enhancement should be credited to these locations in their level of service analysis, as that would be double counting the benefits of ATSAC and/or ATCS.

The definition of LOS F on page 738 notes that it is "FAILURE. Back ups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths." Yet in Table 20, "Existing Conditions," the DEIR authors categorize Cahuenga Boulevard/Highland Avenue, Highland Avenue/Odin Street and Highland Avenue/Camrose Drive as LOS A, in spite of the fact that they all experience FAILURE with stopped traffic congestion extended back from the Highland/Franklin intersection. Similarly, the table categorizes Oakcrest Drive/Cahuenga Boulevard West and Mulholland Drive/Cahuenga Boulevard West as LOS A and B, respectively in the PM peak hour, when anyone who has ever driven that street would know that queues extending south from Barham/Cahuenga extend south of the Mulholland intersection causing both of these intersections to operate at LOS F. The traffic counts taken at these intersections and the LOS calculations are suspect because the traffic typically is barely moving through them during peak hours and is constrained by queues from downstream intersections. There are many other examples of misinformation in this table, which downplays the level of congestion currently experienced around the project site. These mischaracterizations are carried forward into the analysis of future conditions.

The traffic data used in the analysis of the transportation setting is outdated and many of the intersection turning movements were counted between Thanksgiving and New Years and are not representative of typical conditions in the project area. Many of the traffic counts were conducted in the summer of 2006 (May-June, 2006). Counts at intersection numbers 1 through 94 were collected between October 2006 and January 2007. The counts at Burbank intersections were mainly from March 2006, but three of the intersections in Burbank were counted in 2003 or 2004. LADOT

traffic impact study guidelines require that traffic counts be not more than two years old for use in EIR traffic studies in the City of Los Angeles. The Transportation Setting Section is not representative of the true baseline conditions in the study area due to the use of outdated information.

Traffic counts were collected at the following intersections between Thanksgiving and Christmas in 2006 and are not representative of typical conditions in the project:

- Vineland/1010 NB Off Ramp
- Vineland/Ventura
- Plaza Parkway/Ventura
- Campo de Cahuenga/Ventura
- MTA/Campo de Cahuenga
- 101 SB Ramps/Cahuenga
- Barham/Cahuenga
- Barham/Cahuenga/Buddy Holly
- Oakcrest/Cahuenga
- Mulholland/Cahuenga
- Cahuenga/Hillpark
- Barham/Dewitt
- Barham/Lake Hollywood
- Barham/Coyote Canyon
- Highland/Pat Moor
- Cahuenga E/Odin

There is no reason that collection of traffic data at these critical intersections, many of which are in the immediate vicinity of the project site, could not have been delayed until after the Holiday Season. Their use calls into question the accuracy of the transportation setting section.

The Base Roadway Improvements listed on page 607 and shown on Figure 53 are not funded and are not likely to be in place prior to project completion. They should not be included in the future base traffic scenario as they present an overly optimistic characterization of traffic conditions. The widening of Highland Avenue at Franklin is not funded and requires right of way. The widening of Cahuenga Boulevard at Barham Boulevard and at Odin Street have no funding. Including these as base traffic conditions allows the NBC/Universal project to avoid having to implement these

improvement concepts as mitigation for project impacts at those locations.

The statement on page 624, "The Internal-External and External-Internal trip categories represent approximately 3,498 of the 3,623 afternoon peak hour trip ends shown on Table 30 on Page 780," is misleading as it makes it appear to the public that only 3.5% of the project's trips have been assumed to remain on site. The trip generation data on Table 30, however, make the assumption that between 18% and 25% of the trips in the Mixed-Use Residential Area will remain internal. This is hidden in the blended trip estimate for the 2,937 dwelling units and 180,000 sq. ft. of commercial space, which is presented as one number, 20,465 daily trips. If they had been calculated separately, the residential would generate 17,210 trips (if assumed to be condos) and 19,137 trips (if apartments) and the commercial would generate 7,729 trips. Together they would total 24,939 trips (condos) or 27,416 trips (apartments) rather than the reported 20,465 trips, 18-25% less total traffic in that portion of the site.

The proposed project will result in significant impacts to four freeway segments in the AM peak and seven freeway segments in the PM peak hours [page 630]. These freeway segments are already at capacity and many of the on-ramps are also at capacity. It is not realistic for the traffic analysis to assume that project-generated traffic will be able to enter and use the freeway to the extent that it has. There is no more room on the freeway through the Cahuenga Pass for the amount of traffic that the project purports to add to it. This understates the project's impacts on the arterial street network by assuming that traffic will be able to get onto an over saturated freeway system.

The Transit Analysis [page 632] is flawed in that it bases its estimate of future available capacity on the Metro system, including the Metro Red Line, on the system's current average load factors. With the extension of the Metro Rail system that is underway since the passage of Measure R, particularly the western extension of the subway system, the future unused capacity on the Metro Red Line will be drastically reduced. The Metro Red Line is close to capacity today during peak hours. With the extension of the Metro Purple

Line to Westwood and the other planned rail projects, people will be lucky to be able to find standing room on the Red Line in the future.

The construction traffic analysis incorrectly characterizes the truck trip activity as less than significant. For the Studio, Business and Entertainment Area construction, it forecasts 43 truck trips per hour for 10 hours per day for 8 months and for the Mixed-Use Residential Area it forecasts 89 truck trips per hour for 10 hours per day for another 8 months. This could only be considered not significant by someone who does not live in the area. The analysis under-estimates the impact of the trucks on traffic by using a passenger car equivalency factor of 2.0. In congested roadways and on hilly streets with significant grades (i.e., Barham Boulevard), each truck is well more than a 2.0 PCE.

Neighborhood Traffic Intrusion

The Neighborhood Intrusion Impact Analysis is completely inadequate and does not reflect the reality of traffic conditions in the project area. The DEIR authors contend that despite the fact that the proposed project will impact the freeways and parallel arterial streets, all of which will be at LOS F, that no traffic will divert to alternate routes through neighborhoods, because "no parallel routes via residential streets are available to bypass..." most of the congested streets. This is absurd and ignores the intrusion onto residential streets that is already happening today on roadways that wind through the hills. It demonstrates that the DEIR authors either don't understand traffic patterns in the study area, or they deliberately chose to ignore the impacts on residential streets.

The Neighborhood Intrusion Impact Analysis fails to acknowledge that the Mulholland-Outpost route between Hollywood and the San Fernando Valley is already a cut through route on which the City of Los Angeles has taken some steps to reduce cut through traffic. The DEIR graphics fail to even indicate that Outpost Drive connects to Franklin Avenue making it appear as an infeasible cut through route. The addition of project traffic to Cahuenga East and West, Highland Avenue and the 101 Freeway will significantly increase the amount of cut through traffic on Outpost Drive and the Outpost neighborhood must be eligible for Mitigation Measure B-42 funding for neighborhood traffic management. The fund in this mitigation measure should be significantly increased to $5 million.

Astonishingly, one of the few neighborhoods that the DEIR authors think is in need of protection is the Orange Avenue "neighborhood" adjacent to the Hollywood Roosevelt Hotel. This is as a result of traffic diverting off of Highland to avoid congestion between Franklin and Sunset and instead traveling west on Franklin to turn south on Orange, traveling through the congested offset intersection at Hollywood Boulevard, past the Hotel, and Hollywood High School and the In N' Out Burger, across the offset intersection at Sunset to reach DeLongpre Avenue, where it will turn left and head back to Highland. If the DEIR authors had ever driven this route, they would know that no one in their right mind would take that parallel alternate route to avoid two blocks of travel on Highland.

Most of the mitigation measures have been written to allow the project applicant to avoid responsibility for the measures' implementation. Many include the phrase "construct or contribute to the construction of..." or "implement or contribute toward the implementation of..." or "monitor" the need for a signal" or conduct periodic reviews of conditions..." or "make a fair-share contribution toward any improvements..." and "implemented to the extent feasible." The inclusion of such weasel words in virtually all of the mitigation measures makes it impossible to rely on the assumption that they will actually be implemented.

The project proposes to relocate the southbound 101 freeway on-ramp between Campo De Cahuenga Drive and Lankershim Boulevard and to provide a new southbound off-ramp terminating at the Ventura Boulevard/Fruitland Drive intersection. Having the freeway on and off ramps located on Ventura Boulevard at Fruitland Drive will result in Fruitland Drive, a residential street, being turned into a freeway access route. This could also attract additional freeway-oriented traffic to the Wrightwood route between Mulholland and Ventura Boulevard.

Mitigation Measure B-5 requires the widening and restriping of Barham Boulevard from Forest Lawn Drive/Lakeside Drive to Buddy Holly Drive to provide three southbound lanes and two northbound lanes. There are currently three northbound lanes on the approach to the Forest Lawn Drive/Lakeside Drive intersection. The third lane is a right-turn-only lane several hundred feet in

length. During peak periods however, the queue of right-turning cars extends beyond the striped lane along the curb up Barham Boulevard. This mitigation measure should be modified to requiring sufficient widening along the entire NBC/Universal frontage on Barham Boulevard to accommodate three lanes in each direction, plus a median left turn lane. Only in the portion of Barham Boulevard south of the NBC/Universal frontage should the City settle for the reduced cross section with three southbound and two northbound lanes.

The secondary impacts associated with Mitigation Measure B-5 have not been disclosed, nor mitigated. Will parking be removed along the entire length of Barham Boulevard to implement this mitigation measure? How will that affect businesses and residents along Barham? How will the six-lane cross section be carried through the intersection at Lake Hollywood Drive? How will this affect the sidewalk widths and pedestrian environment, as well as access to businesses near that intersection?

The project applicant has stated publicly that the mitigation measures required for each phase of the development are clearly articulated in the DEIR. That is, if one can find them in Attachment K of Appendix E-2. The attachment is a table that lists phases of the project and associated mitigation measures, but it does not provide any information as to when the mitigation measures are required (before occupancy of any of the development constructed in that phase? Or before any construction begins on the subsequent phase?). The description of the phasing plan in Appendix E-2 also states, "This phasing plan may be modified in the future to adjust the mitigation sequencing." The fact that an important element of the mitigation program is buried in an Attachment to an Appendix and not even summarized in the body of the DEIR, illustrates how difficult it is for the public to understand the environmental analysis.

The format for the Draft EIR, with sections of text, followed by figures and then tables at the end of each section, makes it difficult for reviewers to easily read each section without having to flip back and forth.

In Section VI of the Draft EIR, Summary of Significant and Unavoidable Impacts, it is noted that Project and cumulative

impacts related to Project access would remain significant at the following two access locations:

1. Lankershim Boulevard and Campo de Cahuenga Way/Universal Hollywood Drive – both peak hours; and
2. Barham Boulevard and Lakeside Plaza Drive/Forest Lawn Drive – both peak hours.

This illustrates the fact that the proposed project is too large and too dense for the project site, since the proposed project's traffic generation is too great to handle at the two main project access points. The project should be reduced in scale so that its traffic generation can be accommodated with a reasonable level of service (i.e., LOS D) at its main access points. Failure to do so will result in significant project impacts to the surrounding community. The Transportation Setting Section is inadequate in its description of existing traffic conditions in the vicinity of the proposed project and as a result fails to disclose project impacts on residential streets. In Section IV.B.1.b Existing Conditions (2) Existing Traffic Volumes and Operating Conditions, beginning on page 596, the Draft EIR fails to address existing neighborhood cut through routes in the vicinity of the project, routes that the City of Los Angeles is well aware of and on which the City has already taken some actions to reduce cut through trips. CUSG would like to point out that numerous websites exist to educate even newly arrived drivers about the shortcuts in Los Angeles driving. To list just a few:

Traffic Shortcuts: The Barham Bypass
[http://studiocity.patch.co.]

12 Driving Shortcuts in Los Angeles, by Shana Ting Lipton
[http://About.com Guide]

Santa Monica/LA Shortcuts
[www.A1courier.com/lashortcuts.htm]

LA Driving Shortcuts [http://keypad.net]

L.A. Shortcuts: Cut Through Traffic [www.lashortcuts.co.]

My Traffic Shortcuts.com

Los Angeles Driving Shortcuts: Best Sites
[www.associatedcontent.com]

Those routes – well-known to all – include but are not limited to the following:

Mulholland Drive and Outpost Drive, between Cahuenga Blvd West and Franklin Avenue

Outpost Drive, La Presa Drive and Camrose Avenue, between Highland Avenue and Franklin Avenue

Camrose Avenue and Hillcrest, between Highland Avenue and Franklin Avenue

Hollycrest Drive, Primera Avenue and Lake Hollywood Drive between Cahuenga Blvd East and Barham Blvd

Wonder View Drive and Lake Hollywood Drive between Cahuenga Blvd East and Barham Blvd

Wrightwood Drive between Mulholland Drive and Vineland Avenue

Valley Spring Lane, between Cahuenga Boulevard and Forman Avenue

Lake Hollywood Drive and Beachwood Canyon Blvd to bypass Barham Blvd

Cahuenga Blvd East to Hollycrest Drive to Primera to Lake Hollywood Drive to Barham Blvd

Cahuenga Blvd East to Benda to Primera to Lake Hollywood to Barham Blvd

Cahuenga Blvd East to Lakeridge Place to Wonder View Drive to Tareco to Wonder View Drive to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd
Franklin Avenue to Beachwood Drive to Ledgewood Drive to Muholland to Tahoe to Lake Hollywood Drive to La Suvida to Lake Hollywood Drive to Barham Blvd.

Cahuenga Blvd East to Hollycrest Drive to Benda to North Knoll Drive to Londo to La Falda to Lake Hollywood Drive to Barham Blvd

Oakshire Drive off Cahuenga Blvd West to Passmore Drive to Woodrow Wilson Drive to Cahuenga Blvd West

Oakshire Drive off Cahuenga Blvd West to Passmore Drive to Woodrow Wilson Drive toPacific View Drive to Mulholland to Outpost Drive to Franklin Avenue

Mulholland off Cahuenga Blvd West to Outpost Drive to Franklin Avenue

Broadlawn Drive off Cahuenga Blvd West to Oak Glen Drive to Oakshire Drive to Cahuenga Blvd West

Lankershim Blvd to Kentucky Drive to Fredonia Drive to Cahuenga Blvd West

Fruitland Drive to avoid the Vineland/Ventura intersection

Highland Avenue south to Camrose to Sycamore Drive, left turn to Franklin Avenue

Highland Avenue south to Camrose to Sycamore Drive, right turn to follow Sycamore around past the Yamashiro restaurant to Franklin Avenue

Despite these well-known routes, and despite the fact that most of the problematic intersections are identified as being at a LOS E or F, the DEIR *[DEIR, Volume 2_E, Traffic Report, Book 2, pages 349-368]* over and over minimizes and dismisses the possibility of neighborhood traffic intrusions by cheerily stating again and again that because in most cases there are no parallel streets, neighborhood intrusions cannot occur.

[Emphasis added in the following section:]

"***No parallel alternative routes via local residential streets are available*** as a bypass to Lankershim Boulevard between the Muddy Waters Drive and Ventura Boulevard/Cahuenga Boulevard intersections, and around the Vineland Avenue/Camarillo Street intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"***No parallel alternative routes via local residential streets are available*** as a bypass to Cahuenga Boulevard around the Valley Spring Lane

intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"***No parallel alternative routes via local residential streets are available*** as a bypass to Riverside Drive around the Camarillo Street/Tujunga Avenue intersection. Due to the physical barriers created by the SR 134 freeway tothe north and the presence of other LOS E or F intersections along Moorpark Street to the south, no parallel alternative routes via local residential streets are available as a bypass to Riverside Drive around the SR 134 eastbound on-ramp, Lankershim Boulevard, and Cahuenga Boulevard intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Tujunga Avenue between Camarillo Street/Riverside Drive to the SR 170 northbound on-ramp – The sole intersection along the Tujunga Avenue corridor from Camarillo Street/Riverside Drive to the SR 170 northbound on-ramp projected to operate at LOS E or F is the intersection of Tujunga Avenue at Camarillo Street/Riverside Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Tujunga Avenue around the Camarillo Street/Riverside Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Barham Boulevard, Olive Avenue to Cahuenga Boulevard – The six intersections along the Barham Boulevard corridor from Olive Avenue to Cahuenga Boulevard projected to operate at LOS E or F include:

- Barham Boulevard at Cahuenga Boulevard

- Barham Boulevard at Buddy Holly Drive/Cahuenga Boulevard

- Barham Boulevard at De Witt Drive

- Barham Boulevard at Lake Hollywood Drive

- Barham Boulevard at Coyote Canyon Road

- Barham Boulevard at Lakeside Plaza Drive/Forest Lawn Drive

No parallel alternative routes via local residential streets are available as a bypass to Barham Boulevard around the above intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Forest Lawn Drive, Barham Boulevard/Lakeside Plaza Drive to the SR 134 eastbound ramps – The two intersections along the Forest Lawn Drive corridor from Barham Boulevard/Lakeside Plaza Drive to the SR 134 eastbound ramps projected to operate at LOS E or F are the intersections of Forest Lawn Drive at Barham Boulevard/Lakeside Plaza Drive and at the SR 134 eastbound ramps. ***No parallel alternative routes via local residential streets are available*** as a bypass to Forest Lawn Drive around these intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Olive Avenue, Barham Boulevard to Hollywood Way – The three intersections along the Olive Avenue corridor from Barham Boulevard to Hollywood Way projected to operate at LOS E or F include:

- Olive Avenue at Warner Brothers Studios Gate 2/Gate 3
- Olive Avenue at Pass Avenue
- Olive Avenue at Hollywood Way

No parallel alternative routes via local residential streets are available as a bypass to Olive Avenue around the Pass Avenue and Warner Brothers Studios Gate 2/Gate 3 intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***"Due to the physical barriers created by the SR 134 freeway to the north, ***no parallel alternative routes via local residential streets are available*** as a bypass to Pass Avenue around the Alameda Avenue intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Cahuenga Boulevard (East), Barham Boulevard/Buddy Holly Drive to Mulholland Drive – The sole intersection along the Cahuenga Boulevard (East) corridor from Barham Boulevard/Buddy Holly Drive to Mulholland Drive projected to operate at LOS E or F is the intersection of Cahuenga Boulevard (East) at Barham Boulevard/Buddy Holly Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Cahuenga Boulevard (East) around the Barham Boulevard/Buddy Holly Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Cahuenga Boulevard (West), Lankershim Boulevard/Ventura Boulevard to Highland Avenue/Pat Moore Way – The six intersections along the Cahuenga

Boulevard (West) corridor from Lankershim Boulevard/Ventura Boulevard to Highland Avenue/Pat Moore Way projected to operate at LOS E or F include:

- Cahuenga Boulevard at Lankershim Boulevard/Ventura Boulevard
- Cahuenga Boulevard at US 101 southbound ramps/Regal Place
- Cahuenga Boulevard at Universal Studios Boulevard
- Cahuenga Boulevard at US 101 southbound ramps
- Cahuenga Boulevard at Barham Boulevard
- Cahuenga Boulevard at Mulholland Drive

No parallel alternative routes via local residential streets are available as a bypass to Cahuenga Boulevard (West) around the Lankershim Boulevard/-Ventura Boulevard, US 101 southbound ramps/Regal Place, and Mulholland Drive intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Highland Avenue, Cahuenga Boulevard (West)/Pat Moore Way to Sunset Boulevard – The four intersections along the Highland Avenue corridor from Cahuenga Boulevard (West)/Pat Moore Way to Sunset Boulevard projected to operate at LOS E or F include:

- Highland Avenue at Franklin Avenue
- Highland Avenue at Franklin Avenue/Franklin Place
- Highland Avenue at Hollywood Boulevard
- Highland Avenue at Sunset Boulevard

No parallel alternative routes via local residential streets are available as a bypass to Highland Avenue around the Franklin Avenue and Franklin Avenue Franklin Place intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Ventura Boulevard, Lankershim Boulevard/Cahuenga Boulevard to the US 101 southbound on-ramp – The sole intersection along the Ventura Boulevard corridor from Lankershim Boulevard/Cahuenga Boulevard to the US 101 southbound on-ramp projected to operate at LOS E or F is the intersection of Ventura Boulevard at Lankershim Boulevard/Cahuenga Boulevard. ***No parallel alternative routes via local residential streets are available*** as a

bypass to Ventura Boulevard around the Lankershim Boulevard/Cahuenga Boulevard intersection that would provide access to the US 101 southbound on-ramp.

No parallel alternative routes via local residential streets are available as a bypass to Ventura Boulevard around the Whitsett Avenue/Laurel Terrace Drive and Coldwater Canyon Avenue intersections. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Campo de Cahuenga Way, Lankershim Boulevard/Universal Hollywood Drive to Riverton Avenue/Ventura Boulevard – The sole intersection along the Campo de Cahuenga Way corridor from Lankershim Boulevard/Universal Hollywood Drive to Riverton Avenue/Ventura Boulevard projected to operate at LOS E or F is the intersection of Campo de Cahuenga Way at Lankershim Boulevard/Universal Hollywood Drive. ***No parallel alternative routes via local residential streets are available*** as a bypass to Campo de Cahuenga Way around the Lankershim Boulevard/Universal Hollywood Drive intersection. ***No significant neighborhood intrusion impacts would therefore be anticipated in this area...***

"Universal Studios Boulevard between Universal Center Drive/Buddy Holly Drive and Cahuenga Boulevard – The two intersections along the Universal Studios Boulevard corridor from Universal Center Drive/Buddy Holly Drive to Cahuenga Boulevard projected to operate at LOS E or F are the intersections of Universal Center Drive/Universal Studios Boulevard & Buddy Holly Drive and Universal Studios Boulevard & Cahuenga Boulevard. ***No parallel alternative routes via local residential streets are available*** as a bypass to Universal Studios Boulevard around these intersections.

By not acknowledging the existing pattern of neighborhood traffic intrusion, the Draft EIR is deficient in its characterization of Existing Operating Conditions. This mischaracterization is carried forward into the analysis of project impacts where the Draft EIR authors contend that the project's traffic will not use neighborhood streets, claiming that "no parallel alternate routes exist." The failure to adequately assess existing conditions leads the Draft EIR authors to miss the fact that the alternate routes above exist and are used today by cut-through traffic. They will also be used in the future by project-generated traffic and the Draft EIR fails to acknowledge this impact and fails to offer mitigation to reduce the neighborhood traffic impact.

The DEIR Summary on pages 75-76 states the following:

"The following mitigation measure is recommended to provide for the development of neighborhood traffic management plan(s) in the potentially impacted neighborhoods:

Mitigation Measure B-42: ... the Applicant or its successor shall provide funding... in an amount up to $500,000 for implementation of the Los Angeles Department of Transportation's Neighborhood Traffic Management Plan process for the Project set forth in Appendix E-1 of this Draft EIR."

We believe that this amount of money is grossly inadequate to rectify all the significant and ongoing neighborhood intrusion impacts. And this amount is set aside for only five identified streets when it is clear from the list above that there are currently many more affected streets and neighborhoods than the DEIR identifies, and it is probable that there exist now other cut-through routes that have not been cited. In fact, the full extent of these impacts may not be known until years after the full 20-year build-out.

The DEIR then goes on to state:

> "Implementation of the improvements may reduce the neighborhood intrusion impacts to less than significant. However, as discussed above at this time it is not known whether a particular community will elect to implement a particular set of mitigation measures or if the agreed upon measures will reduce the impacts to less than significance. Therefore, it is conservatively concluded that mitigation of the potential neighborhood intrusion impact will not be feasible and a significant traffic intrusion impact in the identified neighborhoods would remain."

It should be pointed out that many neighborhoods express concern about the suggested mitigations for fear that those mitigations – e.g., widening local streets into thoroughfares – will not lessen traffic but, in fact, increase it as they serve, not the community, but the Project. And this fear seems to be realistic, given the statement by the DEIR above that mitigations may prove to be infeasible and therefore the significant intrusion impact must be suffered by all the neighborhoods.

Suggested Mitigation:

> In order to ensure that some of the residential trips remain internal to the project site, CUSG proposes that the project applicant shall

restrict the occupancy of 20% of the residential dwelling units on site to employees of NBC Universal with jobs on site.

How would restricting 20% of residential units to NBC Universal employees affect the residential trips? What would be the reduction in residential trips?

An additional mitigation measure must be added to the Mitigation Phasing discussion (pages 687 – 689 of IV.B.1) to insure that the phasing plan is enforceable and part of the mitigation monitoring program. The measure should be MM B-45: The proposed project shall be implemented in four phases, each of which has an assigned maximum number of net new pm peak hour vehicle trips above existing conditions. Those maximum allowable pm peak hour vehicle trips per phase must be established. The mitigation measures specified in Appendix

E-2, Attachment J of the DEIR for each of the first three phases shall be implemented prior to the initiation of construction on any portion of the subsequent phase of the project. Phase 1 includes 7 transportation improvements, Phase 2 includes 10 transportation improvements, Phase 3 includes 4 transportation improvements and Phase 4 includes 2 transportation improvements. The Phase 4 improvements shall be in place prior to issuance of a certificate of occupancy for the Phase 4 development. Any changes to the mitigation phasing plan in Appendix E-2, Attachment J of the DEIR, shall be subject to review and approval of the Los Angeles City Council and Los Angeles County Board of Supervisors in open public meetings.

11) As a result of correspondence recently received from the County, the DEIR fails to incorporate a Notice of Violation and findings issued by the County Department of Public Health as described in a letter from Mr. Cyrus Rangan, Director of Bureau of Toxicology & Environmental Assessment to NBC Universal Studios (see Attachment 9), dated January 28, 2011. As evidenced therein, further support and credibility is given to the fact that the DEIR misinforms the public. Pursuant to CEQA and based on this new information alone, the DEIR must be re-circulated. There is now substantial evidence in the administrative record that Project impacts to the Toluca Lake community are not accurately described under existing conditions and that there will be a substantial increase in the severity of noise impacts unless mitigation measures are adopted to reduce future impacts to a level of insignificance.

In summary, the TLHOA respectfully submits these comments and looks forward to responses to the issues we have raised herein. The TLHOA concludes, based on the above, that the DEIR is insufficient, seriously defective, does not adequately disclose, describe and analyze the impacts of the implementation of the Project or provide sufficient mitigation to lessen the impacts upon the Toluca Lake residential community. The DEIR must be revised, updated and re-circulated for public review pursuant to CEQA to allow meaningful public participation. As presently constituted, the DEIR does not provide a good faith effort of full disclosure and the TLHOA has determined that in its current form, that certification of the DEIR would constitute a prejudicial abuse of discretion thereby "thwarting the statutory goals of the EIR process." See Laurel Heights, supra, 74 Cal. 3d at 403-405.

Thank you for your consideration.

Regards,

Peter Hartz, President

Attachments:

1) Letter from the TLHOA to Mr. Ron Meyer, President and Chief Operating Officer, Universal Studios, dated August 25, 2010.
2) Universal City Noise Council Petitioners, 2010.
3) Universal City Noise Log, July – August 16, 2010.
4) Letter to Mr. Geoffrey Taylor, County of Los Angeles, Department of Regional Planning, dated January 21, 1997. (46 pages)
5) Letter to Ms. Pamela Holt, County of Los Angeles, Department of Regional Planning dated August 13, 1997. (31 pages)
6) Letter to Ms. Pamela Holt, Assistant Administrator, County of Los Angeles, Regional Planning Commission, dated November 17, 1997). (16 pages)
7) Letter to Ms. Pamela Holt, Assistant Administrator, County of Los Angeles, Regional Planning Commission, dated March 17, 1998. (9 pages)
8) Notice of impacts sent to Universal Neighbors, from Universal, dated January 28, 2011.

9) Letter from Mr. Cyrus Rangan, Director of Bureau of Toxicology & Environmental Assessment, County of Los Angeles, Department of Public Health to NBC Universal Studios, dated January 28, 2011.
10) Order to Vacate No. 79-01619.

CC: Tom LaBonge, L.A. City Councilmember, 4th District

Renee Weitzer, Office of Councilmember Tom LaBonge

Zev Yaroslavsky, L. A. County Supervisor, 3rd District

Ben Saltsman, L. A. County, Planning and Land Use Deputy to Zev Yaroslavsky

David Storer AICP, Development Advisory Services, Inc.

Board members of the TLHOA

ATTACHMENT 1

TOLUCA LAKE
HOMEOWNER'S ASSOCIATION

August 25, 2010

Mr. Ron Meyer
President and Chief Operating Officer
Universal Studios
100 Universal City Plaza
Universal City, CA 91608

Via Fax

Via email TO: Councilman Tom LaBonge, Supervisor Zev Yaroslavsky, Steve Nissen, Brian Roberts

With CC: Renee Weitzer, Ben Saltsman, Alice Roth, Darnell Tyler, Cindy Gardner, Tom Smith, Frank Lazzaro, Rory Fitzpatrick, TL Noise Council, and Phil Newmark

Mr. Meyer:

Last night, at a meeting of the Board of Directors of the Toluca Lake Homeowner's Association, the following Motion was made and passed unanimously.

> "On behalf of homeowners in Toluca Lake who have complained about excessive noise emanating from Universal Studios, the Board of Directors of TLHOA requests that the President of TLHOA submit a letter to Universal Studios, Inc., LA County 3rd District Supervisor Zev Yaroslavsky, and LA City Council District 4 Councilman Tom LaBonge seeking immediate efforts to mitigate the excessive noise."

Since the mid-1990s, the residents of Toluca Lake have complained of excessive noise originating from Universal Studios, Inc. This issue has destroyed good will between Universal which is a valued business in our community and the residents in the surrounding area. It is the position of the TLHOA that Universal must acknowledge the negative impact their business activities have on the surrounding residential areas and as redress, Universal must mitigate the excessive noise that is denying residents the enjoyment of their properties.

In 1997, an area organization, the Toluca Lake Residents Association, was formed specifically to address the Universal noise issue. TLRA retained Counsel Jack H. Rubens from Sheppard, Mullin, Richter & Hampton LP to represent residents. At that time, Universal was seeking to develop its property and the county planning process mandated a Draft Environmental Impact Report. Lakeside Golf Club joined with TLRA in seeking redress from excessive noise and retained an acoustical firm, Ultrasystems Environmental Inc. who presented a report dated November 17, 1997. Attached is the letter of that date from TLRA Counsel, addressed to the County Planning Commission and City of LA Planning Department. The 13 responses and recommendations cited in the letter on page 3 are applicable today.

J. Patrick Garner, a member of the TLHOA Board of Directors, was president of TLRA. "In spite of the protestations from Universal during the Master Plan process in 1997 that the noise created by park operations did not exceed City and County noise ordinances, Universal did in fact lessen the noise problems greatly at the urging of the community at that time," Garner recently stated.

In June 2008, Universal Studios back lot was destroyed by fire which sent oily smoke and airborne debris throughout the community. Since the re-opening of the back lot in May 2010, Toluca Lake residents along Valley Spring Lane, Woodbridge and adjoining streets have noticed a marked increase in sound emanating from the park – specifically, "Water World", the live band near "Coke Soak", and the overall levels of the Public Address system. Long time Valley Spring Lane residents like Pat Garner feel the noise from the park now exceeds the levels experienced prior to mitigation efforts by Universal.

Residents report that sound levels are such that inside their well insulated homes, with doors and windows shut, they can hear the jolting effects of a variety of amplified and impulsive sounds, including voices, crowd noise, live music, song lyrics, sirens, helicopters, explosions, cannon blasts, fireworks and other pyrotechnic displays which are generated by entertainment attractions, tram tours, City Walk events, special events and outdoor film production. Attached are four illustrative logs of excessive noise created by residents.

For many years, Universal has interacted with the community through a "noise manager." Distressed residents were urged to report excessive noise to the "noise manager" but that has not lead to sustained improvement – rather that has increased the anger of community because it has demonstrated daily Universal's lack of action to mitigate current levels of excessive noise.

Anger from the community has steadily risen – and demands that actions be taken to force Universal to modify its operations. Concerned residents on Valley Spring Lane created the Toluca Lake Noise Council as a rally point for neighbors similarly impacted. A noise hotline was created: 818-934-0723 and an email account: tolucalakenoisecouncil@gmail.com. The sole purpose of this group is to seek sound mitigation from Universal. To date, residents of fifty-two area homes have called the noise hotline to express their outrage. Attached is a map of the area which documents the location of these homeowners and the list of complainants.

The Noise Council approached the Toluca Lake Homeowner's Association for assistance. It is the intention of the TLHOA to pursue all avenues necessary to support our homeowners and to protect their right to enjoy their properties without excessive noise from Universal.

We call upon LA County Supervisor Zev Yaroslavsky and LA County elected and departmental officials to consider if the excessive noise from Universal is compliant with the noise control ordinance of the county of Los Angeles (Ord. 11778 § 2 (Art. 1 § 101), 1978: Ord. 11773 § 2 (Art. 1 § 101), 1978).

We ask Councilman Tom LaBonge and LA City elected and departmental officials to similarly advise if excessive noise from Universal is compliant with LA City Chapter XI, Noise Regulation.

We ask Universal – through the use of recurring sound measurements at its source – to document its compliance with applicable County and City noise regulation. In addition, we ask Universal to amend the scope of the existing Homeowner Associations Leadership Group in which Universal participates to include review of noise complaints received by Universal and mitigation efforts undertaken.

Universal's recent property development proposal, originally known as the "Vision Plan" which has been supplanted by the "Evolution Plan," continues to move forward. The TLHOA believes that adequate noise analysis of existing Universal operations and the impact of the proposed development are essential. Universal has spent millions of dollars on marketing to secure community acceptance of its development projects. We call upon Universal to be a good neighbor – and spend sound mitigation dollars as a means to demonstrate its good will to the community.

Sincerely,

Peter F. Hartz
President, Toluca Lake Homeowner's Association
Peter.Hartz@tlhoa.org
818-308-5549

Google maps Address Valley Spring Ln
Los Angeles, CA

Approximate Location of area Homeowners reporting Excessive Noise to the Toluca Lake/Universal City Noise Council telephone hot-line between May-August 2010

ATTACHMENT 2

Universal City Noise Council Petitioners 2010

Name	Address	Phone Number	Email Address/Notes
Debbie and Steve Mulliner	10314 Woodridge Toluca Lake, CA 91602		
Phillip & Janey Newmark	4277 Navajo Street Toluca Lake, CA 91602	(818) 321-8673	
Judith Angel	10311 Valley Spring Lane Toluca Lake, CA 91602	(818) 769-3480	
Harry & Beatrice Archinal	4201 Toluca Rd. Toluca Lake, CA 91602	(818) 985-2426	
Mary & Marty Wagner	10415 Valley Spring Lane Toluca Lake, CA 91602	(818) 766-0620	
Beverly Ventriss & Harry Schafer	10515 Valley Spring Lane Toluca Lake, CA 91602	(818) 508-7326	
Laura McCorkindale	10428 Valley Spring Lane Toluca Lake, CA 91602	(818) 980-2370	
Elizabeth & Robert Rose	10428 Valley Spring Lane Toluca Lake, CA 91602	(818)761-6545	
Gloria Gallo	10409 Bloomfield Street Toluca Lake CA 91602	818-766-1970	
Rick Cole & Janice Eaton	10432 Valley Spring Lane Toluca Lake, CA 91602	818-985-3444	
Susan Morad	10042 Valley Spring Lane Toluca Lake, CA 91602	818-509-8770	
Lewis & Caroline Goldstein	4315 Arcola Ave. Toluca Lake, CA 91602	818-766-0484	
Frank, Kelly, Catherine O'Kane & Shary Davoud	10509 Valley Spring Lane Toluca Lake, 91602	818-980-1974	***
Steve Hampar	10247 Valley Spring Lane Toluca Lake, CA 91602	818-687-4915	
Bill Kerr	10403 Whipple Street, Toluca Lake 91602	818-761-6161	
Karen & Terry Young	10433 Woodbridge Street Toluca Lake, CA 91602	818-760-0066	
Don Miller & David Bright	10453 Woodbridge Street Toluca Lake, CA 91602	818-761-0337	
Ronald A. & Georgia Burgess	10414 Woodbridge Street, Toluca Lake 91602	818-766-8842	***
Heidi Dublin	10332 Riverside Drive, Toluca Lake, CA 91602	818-769-4317	***
Dusty Chapman	4340 Ledge Avenue, Toluca Lake CA 91602	818-762-7897	
Tom Wilhelm	10241 Valley Spring Lane Toluca Lake, CA 91602	818-762-1630	
Elaine Rosen	4204 Toluca Road Toluca Lake, CA 91602	818-755-9390	

Universal City Noise Council Petitioners 2010

Jeff Bowen	4439 Arcola Ave Toluca Lake, CA 91602	818-505-6952	
Cecile & Mark Gareton	4256 Strohm Ave Toluca Lake, CA 91602	818-358-8776	
Julie Yanow & Ron Kutak	4288 Navajo Ave Toluca Lake, CA 91602	818-762-8668	***
Geanie & Rick Galinson	10 Toluca Estates Dr Toluca Lake, CA 91602	818-509-9494	
Sharon Rombeau	10537 Whipple Street Toluca Lake, CA 91602	818-760-0860	
Trudy Goldberg	4405 Forman Ave Toluca Lake, CA 91602	818-623-8199	
Ken & Claudia Wolt	4117 W. McFarlane Ave, Burbank, CA 91505	818-433-7266	
Hope DiMichele	10149 Toluca Lake Ave Toluca Lake, CA 91602	818-766-6551	***
Mary Vossler	XXX Toluca Lake Ave Toluca Lake, CA 91602	818-980-2133	
Aimie Billon	10428 Valley Spring Lane Toluca Lake, CA 91602	818-980-2370	
Mr and Mrs Jeffrey Peter	4421 Sancola Ave Toluca Lake CA 91602	818-240-1101	
Maxine Paul	10409 Valley Spring Lane Toluca Lake, CA 91602	310-739-2038	
Joyce Salamy	10403 Valley Spring Lane Toluca Lake, CA 91602	818-508-9592	
Pat & JoEllen Garner	10211 Valley Spring Lane Toluca Lake, CA 91602	818-753-8331	***
Patty Harwood	4284 Navajo Street Toluca Lake, CA	818-763-1842	
Reginald and Sandy McDowell	11 Toluca Estates Dr. Toluca Lake, CA 91602	No #	***
Bob Barron	10333 Woodbridge St. Toluca Lake, CA 91602	818-434-8789	
Mary Lee Berglund	10331 Valley Spring Lane Toluca Lake, CA 91602	818-422-1602	
David and Leona Zollman	Valley Spring Lane Toluca Lake, CA 91602	818-761-3931	
Michael Jackson	10424 Woodbridge St Toluca Lake, CA 91602	No #	
Jackie & Hank Sanicola	10265 Woodbridge St Toluca Lake, CA 91602	818-842-5691	
Sylvia Frommer Malecki (?)	10452 Woodbridge St. Toluca Lake, CA 91602	818-760-0327	(bad recording)
Keri Leiber	7 Toluca Estates Dr. Toluca Lake, CA 91602	323-371-2787	

Universal City Noise Council Petitioners 2010

Lisa Curry	4230 Navajo Toluca Lake, CA 91602	818-980-6333	
Patricia Blore	10439 Valley Spring Lane Toluca Lake, CA 91602	818-761-9844	
Julie & Rick Dees		818-295-2100	
Edith & Frank Bartlett	10418 Whipple St Toluca Lake, CA 91602	818-766-8582	
Lynn & Bob Rembert	10400 Woodbridge Toluca Lake, CA 91602	818-766-0821	
Andrew Weyman and Terry Davis	4326 Forman Avenue Toluca Lake, CA 91602		
Renee Henry & Peter Santoro	10445 Valley Spring Toluca Lake, CA 91602		

ATTACHMENT 3

Universal City Noise, July – August 16, 2010

Submitted by:
L. Rembert
10400 Woodbridge St.
Toluca Lake, 91602

Date	Time	Problem
7/26/10	7:35pm	loud voices, music
7/27/10	2:24pm	noise from City Walk
	7:11pm	voices, popping sounds, cheering, booms
7/28/10	3:12pm	loud voices, noise
	7:05pm	loud voices, noise
7/29/10	5:06pm	loud voices, noise
	7:32pm	loud voices
7/31/10	5:59pm	loud voices, music
8/1/10	3:20pm	loud voices, music
8/3/10	4:40pm	loud voices, music
	6:50pm	loud voices, music, booms
8/4/10	5:39pm	loud voices, music
8/5/10	5:45pm	loud voices, noise
8/8/10	7:05pm	loud voices, noise
	8:01pm	loud voices
8/9/10	12:45pm	loud voices
	1:30pm	yelling, noise
8/10/10	3:10pm	loud voices, yelling
	6:59pm	loud voices, music, noise
8/11/10	6:45pm	loud voices, music, noise
	7:00pm	loud voices
8/13/10	6:14pm	loud voices, cheering, loudspeaker
8/14/10	4:42pm	music
8/15/10	4:45pm	loud voices, music
	7:07pm	loud voices, music, noise

Janice Eaton

Valley Spring Lane

Date	Time	Event
7-13-10	3:25	Superstition reported to Mary Ella
	7:15	Cowbell
7-21-10	2:00-5:00	Waterworld w/ Jerome outside
7-25-10	1:30	Screams
	6:30	Waterworld on Woodbridge
7-30-10	5:00	Cowbells
	5:30	Lady Gaga Backyard
8-2-10	5:00	Don't Stop Believing in house w/windows and doors closed
8-4-10	6:55	Waterworld on Woodbridge and Ledge
8-5-10	7:50	Waterworld and crowd
8-6-10	6:15	Beverly called and talked to Angelica (reported Don't 5top Believing)
	8:15	Waterworld explosions and PA
	9:30	Explosions inside house with TV on
8-7-10	12:15	Waterworld explosions
	6:00	Explosions on Woodbridge
8-8-10	4:40	Waterworld
	6:00	Waterworld
8-15-10	7:00	Waterworld

Laura McCorkindale
Valley Spring Lane

8/6/10

An Average Noise Day

With all windows and doors closed, here is what was identified

- we were in and out of the house, so this is just a partial list of the songs

and noise that occurred

ALSO PLEASE NOTE WE HAD WATERWORLD SOUNDS (ie explosions, gunshots, screaming

8 times this day, in addition to the below)

12:20pm Loud man's voice over PA mixed with screaming, explosions

1:12 pm Lady gaga,

2:04pm Lady Gaga

2:11pm These boots were made for walking

On & off all day: Gnarles Barkley "might be crazy"

3:08 Lady Gaga

3:11 Britney Spears/ I'm Toxic

3:34 Explosions and people yelling

4:55 Journey Don't Stop Believing

5:30 music instrumental

5:39 Lady Gaga

Universal Noise Log

David Zollman

10433 Valley Spring Lane

Toluca Lake, CA 91602

6-14-2008	1:35 PM Spoke to Security. Darnell never responded.
7-20-2008	Left a message on the Hotline. No response.
7-27-2008	Left a message with Security. No one called back.
6-30-2010	PM – Crowd exclamations, loud noise. Called Noise Hotline. Darnell wants "specifics"?! I suggested that he come to our street.
7-1-2010	Disturbing crowd screams, announcer messages. Spoke to Mariella, Security Office. Will send a message to Darnell.
7-20-2010	"Water World". Screams, singing and hollering. Left messages.
7-27-2010	5:30 PM (approximately) – Complained with Security.
8-11-2010	PM – Screaming, singing, hollering, announcements. "Water World". Left Message with Mariella, Security. At a later day Darnell called back – wants more "specifics"!
8-16-2010	Late in the PM – Explosions, screams, crowd singing.
8-17-2010	Late in the PM – Again, explosions, screams, crowd singing.

ATTACHMENT 4

Writer's Direct Line

January 21, 1997

Our File Number:

HAND DELIVERED

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012
Attention: Mr. Geoffrey Taylor

Re: Preliminary Universal City Specific Plan Ordinance and Draft Environmental Impact Report

Ladies and Gentlemen:

This firm represents the Toluca Lake Residents Association ("TLRA"). TLRA has requested our assistance in connection with the proposed Preliminary Universal City Specific Plan Ordinance (the "PSP") and related approvals sought by MCA Inc. ("MCA") from the County of Los Angeles (the "County") and the City of Los Angeles (the "City") in connection with its proposed expansion of Universal City (the "Project"). The County, as the lead agency, has caused a Draft Environmental Impact Report (the "DEIR") to be prepared for the Project. As we understand it, the Universal City site includes 415 acres, approximately 296 acres of which are located in an unincorporated area of the County (the "County Property") and approximately 119 acres of which are located within the City (the "City Property").

TLRA's primary concern with respect to the Project is its noise impacts. For the past decade or so, MCA has been inundated with complaints from residents in Toluca Lake and several other communities regarding excessive noise from construction, outdoor entertainment attractions, CityWalk, special events, outdoor production activities

and tram tours.[1] TLRA was hopeful that, not only would the PSP provide appropriate standards and restrictions to minimize future noise impacts, it would alleviate the existing noise from Universal City which continues to invade the Toluca Lake neighborhood on a daily basis.

To its chagrin, the PSP, if adopted in its current form, would achieve the opposite result. The PSP does not include any meaningful or effective standards or mitigation with respect to the amplified sound and other noise from outdoor sources in Universal City which have plagued the surrounding communities for years. Instead, the PSP would exempt the entire Project from the operational noise restrictions established by the City in Sections 112.01 through 115.02 (the "City Noise Ordinance") of the Los Angeles Municipal Code (the "LAMC"), including the restrictions on amplified sounds set forth in Sections 112.01, 115.01 and 115.02. The PSP pounds the final nail into the coffin by exempting all outdoor production activities from the minimal noise standards in

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1 A representative sampling of prior correspondence, memoranda and newspaper articles from 1989 to the present which documents the pervasive and longstanding noise problems is attached as Exhibit 3. One Toluca Lake resident, Sally Stevens, also kept a daily log between February 17 and October 5, 1996 of the various noises from Universal City that she can hear from her house on Valley Spring Lane. That log, a copy of which is attached as Exhibit 4, amply demonstrates how severely noise from Universal City has impacted local homeowners. In addition, attached as Exhibit 5 are the results of a survey conducted by the Toluca Lake Homeowners Association in July, 1996, in which 51 Toluca Lake households stated that noise from Universal City was either their first or second most important neighborhood concern. Councilman Ferraro also recognized the current noise impacts associated with Universal City in an April 7, 1995 letter to MCA (attached as Exhibit 6), and requested that MCA take action to alleviate the noise. The community's existing noise concerns are also set forth in many of the responses to the Notice of Preparation. See, e.g., DEIR, Volume 3, Appendix D-1, Comments W-23, p. 2, W-29, W-34, p. 2, W-35, p. 1, W-40, W-41, p. 1, W-45, W-48, p. 2, W-49, p. 1, W-51, p. 1, W-52, p. 2, W-54, p. 1, W-56, W-62, W-63, W-65 and W-68. Finally, many residents have submitted letters in response to the PSP and DEIR which further document the noise problem.

the PSP, notwithstanding the well-documented, disruptive impact of outdoor filming on the surrounding area.[2]

TLRA is also extremely concerned that the PSP has been structured to exempt up to 11,288,000 square feet of development from all discretionary review. That in turn would exempt each specific project proposed by MCA from any environmental review under the California Environmental Quality Act ("CEQA"). In addition, the DEIR indicates that MCA will enter into Development Agreements (the "Development Agreements") with the City and County, which presumably are intended to exempt Universal City from all future land use and zoning regulations adopted by the City and County during the term of the Specific Plan.

TLRA and five other organizations have already co-signed a letter to Supervisor Yaroslavsky and Councilman Ferraro expressing their vigorous objections to the proposed framework in the PSP (a copy of which is attached as Exhibit 1).[3] Among other things, that letter demonstrates that the rights sought by MCA in the PSP dramatically exceed the development rights granted for the respective expansions of Fox Studio, Sony Picture Studio and Warner Bros. Studio in recent years. Exhibit 1, pp. 5-7.

In short, the PSP is the ultimate "win-lose" scenario. It would grant MCA the right to develop an almost unlimited variety of studio, entertainment, retail, office, hotel and commercial uses anywhere in Universal City for the next 24 years, with no further opportunity for public participation or for the City or County to regulate MCA's development activities. On the other hand, the CEQA analysis and proposed mitigation

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2 Attached as Exhibit 7 are 89 notices sent by MCA to surrounding residents since May, 1991 in connection with 169 separate outdoor filming events. TLRA estimates that this represents approximately 60-70% of the notices sent to residents during this period. As reflected in the notices, beleaguered residents have been routinely subjected to sirens, helicopters, explosions, gunshots, cannon blasts, crashing glass, car chases, fireworks, wind and wave machines and flares at all hours of the day and night.

3 Those objections will not be restated in detail here, but are incorporated herein by this reference.

for the Project is hopelessly inadequate to address the environmental impacts related to Universal City development for the next quarter-century. TLRA is particularly concerned because the structure of the PSP would preclude any project-specific analysis and mitigation of noise impacts associated with any particular development in Universal City. TLRA believes that MCA's proposal is overreaching and unprecedented, and TLRA fundamentally opposes it.

Given that the PSP, if adopted, would exempt Universal City from all further environmental review for 24 years, one would expect that the DEIR would thoroughly evaluate all of the noise impacts which have significantly impaired the quality of life in their neighborhood for so many years, and propose meaningful mitigation measures.

Once again, however, the result is just the opposite. The DEIR denies the very existence of those noise impacts and fails to recommend any mitigation measures which would effectively mitigate them. In addition, the DEIR expressly refuses to evaluate noise impacts associated with outdoor production activities simply because some outdoor filming is currently exempt under Chapter 12.08 (the "County Noise Ordinance") of the Los Angeles County Code (the "LACC").

TLRA believes that MCA needs to make fundamental revisions to the PSP and develop a program which takes account of existing noise impacts, requires discretionary and environmental review of specific projects with potentially significant noise impacts, and provides the City and County with the ongoing authority to address Universal City's impact on the surrounding area over the next 24 years.

I.SUMMARY

Against that background, TLRA has the following concerns with respect to the PSP and the DEIR, each of which is discussed in detail below:[4]

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4 The notice which accompanied the DEIR stated that the public comment period ended on December 20, 1996. However, the undersigned has had several telephone conversations with Geoffrey Taylor, in which he stated that the public comment period would remain open at least until the conclusion of the County Planning Commission hearings, the third of which is currently scheduled for February 4, 1997. Mr. Taylor stated further that the County would respond in

1. The PSP should be modified as set forth in Exhibit 2. In particular, the amplified sound restrictions in Sections 112.01, 115.01 and 115.02 should apply to the entire Project.

2. The PSP does not comply with State law requirements for specific plans because it does not specify in detail the distribution or location of any uses of land.

3. The DEIR is inadequate for a substantial number of reasons.

a. The DEIR ignores the environmental impacts associated with exempting the Project from all discretionary review, CEQA review and future City and County laws, as well as prohibiting any public participation.

b. The DEIR fails to adequately analyze the individual and cumulative noise impacts associated with the Project.

i. The discussion of regulatory setting omits the amplified sound restrictions in the City Noise Ordinance.

ii. The Noise Model excludes numerous noise sources which have and will significantly impact the surrounding area, including outdoor filming and many other outdoor activities and special events which utilize amplified sound.

iii. The DEIR's analysis of existing noise levels is inadequate and extremely misleading.

iv. The significance thresholds for noise are inadequate.

v. The DEIR's noise analysis is inconsistent with the first significance threshold.

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writing to all comments received during that time. We note that the primary reason this letter was not submitted earlier was because, notwithstanding that the DEIR was released in mid-October, the PSP was not available until mid-December, only a few days prior to the original expiration date for the public comment period.

vi. The Project will have very significant noise impacts.

vii. The DEIR's analysis of construction noise impacts is inadequate.

viii. The DEIR fails to analyze noise impacts between 2010-2020.

ix. The DEIR fails to recommend feasible mitigation measures which substantially lessen or avoid the Project's significant noise impacts.

x. The cumulative noise analysis in the DEIR is inadequate.

c. The alternatives analysis in the DEIR is inadequate and provides no basis for concluding that the alternatives are infeasible.

II. THE PSP REQUIRES SUBSTANTIAL MODIFICATION

Attached as Exhibit 2 is an outline which sets forth TLRA's goals with respect to the PSP, requests revisions to the PSP and sets forth requested mitigation measures with respect to noise (the "PSP Revisions"). TLRA is aware of the economic benefits that may derive from the responsible expansion of Universal City and does not conceptually oppose it. However, those economic benefits must be balanced against the quality of life in the surrounding communities. TLRA believes that the proposed text revisions and mitigation measures set forth in the PSP Revisions will help correct the current imbalance.[5]

We emphasize that the single most important modification to the PSP requested by TLRA is that the amplified sound standards in Sections 112.01, 115.01 and 115.02 of the City Noise Ordinance apply to the entire Project. In particular, Section 112.01(b) prohibits any noise level caused by sound amplifying equipment which is audible (a) at a distance in excess of 150 feet from the property line of the noise source or (b) within any residential zone or 500 feet thereof. Section 115.02(f) states further that sound emanating from sound amplifying equipment shall not be audible at a distance in excess of 200 feet from the sound equipment. It is particularly appropriate that these and

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5 It should be noted that some of the PSP Revisions in Exhibit 2 are by necessity conceptual in nature and will require further discussion.

other standards in the City Noise Ordinance apply to the Project because, although a substantial portion of Universal City is located in the County, virtually all of the residents affected by noise from Universal City live in the City.

These existing amplified sound restrictions have been in place for many years. Most of the provisions (Sections 115.01 and 115.02) were adopted by the City Council in 1973, and the balance of the provisions (Section 112.01) were adopted in 1982. The DEIR states that MCA's intent is to comply with the most restrictive provisions in the City and County Noise Ordinances (collectively, the "Noise Ordinances"). DEIR, p. 336 (§ 3.1). TLRA agrees, and requests that Section 19 of the PSP be amended to require compliance with the amplified sound restrictions in the City Noise Ordinance (see Section B1 of Exhibit 2).

Finally, please note that, although the PSP Revisions do not request any specific reduction in the height and density limitations set forth in the PSP, TLRA is still evaluating those issues and may comment further regarding them.

TLRA would be pleased to meet with MCA representatives, as well as City and County officials, to discuss the PSP Revisions in more detail.

III. THE PSP DOES NOT COMPLY WITH STATE LAW REQUIREMENTS FOR SPECIFIC PLANS

Section 65451(a)(1) of the California Government Code provides as follows:

> "(a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail: (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan."

The PSP does not meet this requirement because it does not specify in detail the distribution or location of any uses of land. Although the PSP divides Universal City into five Districts, MCA proposes a single zone ("UC-SP") for the entire site. As a result, any or all of the almost unlimited permitted and accessory uses described in the PSP could be constructed anywhere in Universal City in any of the proposed Districts. Rather than using the PSP as a tool to provide certainty regarding the location and distribution of future development in Universal City, the PSP would create

complete uncertainty regarding the development of the site and unlawfully delegate the authority to determine the location and distribution of land uses to MCA.

IV. THE DEIR IS INADEQUATE

A. The DEIR Ignores The Environmental Impacts Associated With Exempting The Entire Project From All Discretionary Review, CEQA Review And Future City And County Laws, As Well As Prohibiting Any Public Participation.

The central purposes of the PSP and the Development Agreements are to (1) permit several uses that are currently prohibited under City and County zoning, (2) exempt the Project from virtually all of the numerous discretionary approval processes that would otherwise be applicable to many of the "permitted uses" in the PSP, (3) exempt the Project from a significant number of other existing zoning restrictions, including all of the City Noise Ordinance and most of the County Noise Ordinance, and (4) apparently exempt the Project from all future zoning regulations adopted by the City and County over the next 24 years.

Currently, hotel uses are prohibited anywhere in the Resort Overlay and on all of the County Property.[6] The PSP would convert the prohibited hotel use into a permitted use which does not require any discretionary or CEQA review.

The PSP expressly states that it exempts the entire Project from (1) City site plan review (which, among other things, requires discretionary site plan approval for any development project which results in an increase of 40,000 gross square feet or more of nonresidential floor area), (2) the City landscape ordinance, (3) the Mulholland Scenic Parkway Specific Plan, (4) the discretionary City process for removal of oak trees, (5) the CUP requirement for live entertainment/public dancing and (6) the County's discretionary review process for removal of oak trees. PSP, Section 3C.

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6 The DEIR acknowledges that hotels are prohibited on the County Property, but ignores that the northeastern portion of the Resort Overlay is located on City Property. The zoning designations of "(Q)C1-1L" and "RE20-1-H" for that City Property also prohibit hotel uses. DEIR, pp. 214 (§ 2.1.1.1), 219 (§ 2.2.2.2), 223; LAMC § 12.07.01.

In addition, a substantial number of proposed permitted uses in the PSP currently require the issuance of a conditional use permit ("CUP") by the City and/or County. Under the current County zoning designations for the site, the County Zoning Code requires CUPs for the sale or service of alcoholic beverages for on-site consumption, live entertainment and public dancing, the construction of amphitheaters, grading projects involving the off-site export of more than 100,000 cubic yards of earth, theaters and other auditoriums having a seating capacity exceeding 3,000 seats, and helistops. DEIR, p. 214 (§ 2.1.1.2), 173-174. Under the current City zoning designations for the site, the City Zoning Code requires CUPs for the sale or service of alcoholic beverages for on-site consumption, arenas, live entertainment and dancing, penny arcades containing five or more game machines, conducting live entertainment in conjunction with the sale of alcohol for on-site consumption, auditoriums and baseball or football stadiums having a seating capacity of more than 3,000 people, telecommunication facilities and helistops. Id., p. 217 (§ 2.2.1.2). Although not discussed in the DEIR, the PSP would also exempt "major" development projects from the City CUP process. LAMC § 12.24B.27.[7]

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[7] The PSP includes two conditionally permitted uses, but they are little more than window dressing. First, amusement games or arcades not located within an Entertainment Venue, Entertainment Retail Venue or the Hotel require a CUP. PSP, p. 51:20-27. However, since the permitted floor area for those three categories of uses exceeds 6,200,000 square feet and can be located anywhere in Universal City, it is difficult to imagine that MCA will ever need to seek a CUP for that use. Second, a CUP is required for the sale and service of alcoholic beverages in establishments which exceed number of the establishments permitted in Section 8C of the PSP. Id., p. 57:15-18. However, Section 8C permits an almost unlimited number of restaurants, bars, hotels and Entertainment Venues which can serve alcoholic beverages, so the CUP requirement appears meaningless. Id., p. 65, Table 3.

In lieu of any discretionary review for projects in Universal City, the PSP provides for a ministerial procedure called "Project Plan Compliance" for most future projects in Universal City.[8]

The PSP would also exempt all development in Universal City from a significant number of development standards. In particular, although never expressly noted in either the PSP or the DEIR, it appears that the PSP would effectively exempt the Project from almost all of the restrictions set forth in the Noise Ordinances. The only noise standard in the PSP is that noise sources within Universal City cannot exceed L50: 50 dBA and Lmax: 70 dBA at a handful of noise receptor locations. PSP, Section 19A and Exhibit 11. Since Section 19 includes noise standards which are more permissive than the standards in the Noise Ordinances, the minimal noise standards in the PSP would apparently prevail and supersede the Noise Ordinances. PSP, Section 3B. The most noteworthy consequence would be the exemption of the entire Project from the amplified sound standards in the City Noise Ordinance.[9]

The PSP also excludes two of the most significant noise sources from the minimal noise standard in the PSP. Neither production activities (which includes all

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8 Actually, many of the proposed permitted uses do not even require a Project Plan Compliance. PSP, Section 6. For example, the PSP permits MCA to change the use of a building or increase the floor area of a building by up to 50,000 square feet with no governmental review whatsoever. PSP, p. 33:13-21.

9 The DEIR is exceptionally misleading on this point. The DEIR briefly describes the City Noise Ordinance, but fails to discuss any of the restrictions in the City Noise Ordinance regarding sound amplifying equipment. DEIR, p. 324 (§ 2.2.3). The DEIR also states that the County Noise Ordinance was selected as the basis for establishing the significant threshold for noise since its provisions "are more restrictive than the comparable provisions of the City Noise Ordinance." Id., p. 336 (§ 3.1). Obviously, that is untrue. The City Noise Ordinance has far more restrictive provisions with respect to sound amplifying equipment than the County Noise Ordinance.

outdoor filming) nor helicopter activities are subject to the PSP's sound attenuation requirements.

As briefly noted (but not analyzed) in the DEIR, MCA also intends to enter into Development Agreements with the City and the County, which presumably are intended to exempt the Project from all future City and County regulations through the year 2020.

The DEIR states that the Project will have a significant impact with respect to physical land uses/zoning if it (1) create inconsistencies with applicable development regulations or (2) will have a substantial adverse effect upon surrounding properties. DEIR, p. 222 (§ 3.1). Notwithstanding the DEIR's conclusion to the contrary, it is obvious that the elimination of virtually all discretionary and environmental review for up to 11,288,000 square feet of development during the next 24 years, together with the exemption of the Project from many existing development standards and all future City and County zoning regulations for up to 24 years, will have an overwhelming adverse impact on the surrounding residential and recreational areas, as follows:

1. No Discretionary Review.

Many of the proposed permitted uses are currently prohibited or subject to discretionary review precisely because those uses are generally incompatible with surrounding uses and require review on a case-by-case basis. The PSP, if adopted, would strip the City and County of their current right to closely review these projects and determine whether they should be permitted at all and, if so, to fashion project-specific mitigation measures.

2. No CEQA Review.

If the PSP exempts all future development from discretionary review, all proposed projects will also be exempt from any environmental review under CEQA, notwithstanding the absence of any concrete project in the PSP (other than the two helistops). As a result, the City and County will have no ability to formulate or impose any project-specific mitigation measures in Universal City for the next quarter-century. Obviously, the DEIR did not, and could not, evaluate any project-specific environmental impacts because the PSP does not propose any specific projects. Indeed, the unprecedented "flexibility" in the PSP makes it impossible for the DEIR to even generally analyze the environmental impacts associated with the Project. Although the PSP divides Universal City into five commercial Districts, the PSP proposes a single UC-

SP zone for the entire site. This means that, notwithstanding the proposed Districts, any or all of the numerous permitted uses in the PSP can occur in almost any location in Universal City.[10] Under the circumstances, the DEIR cannot begin to evaluate project-specific issues.[11]

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10 Although somewhat ambiguously stated in the PSP, it appears that MCA's development of each District must be consistent with the "Primary Uses" established for that District. PSP, Sections 7A and B. Even assuming that is true, the Primary Uses for any District will not necessarily reflect all or even a majority of the uses in that District. Rather, the only requirement is that the combined floor area of the Primary Uses exceed the floor area devoted to any other single use. PSP, p. 22:1-5. As a result, the "Primary Use" designations do little to restrict the location of the various permitted uses.

11 It should be noted that additional environmental review under CEQA is conceptually possible. The PSP states that:

"[i]f the Project exceeds one or more of the Environmental Thresholds specified in Appendix B, an environmental assessment in compliance with [CEQA] shall be prepared to determine whether additional environmental review is required. If additional environmental review is required, the Project Plan Compliance application, as filed, shall be denied." PSP, p. 36:17-23.

This opportunity for additional CEQA review is more theoretical than real. First, the Environmental Thresholds are set so high that it is highly unlikely that any additional CEQA analysis will ever take place. Second, the Environmental Thresholds fail to address many of the individual or cumulative impacts associated with the Project, including noise impacts. Third, the requirement of an "environmental assessment" to determine whether "additional environmental review is required" is incomprehensible. Fourth, the provision is meaningless because, even if some form of additional CEQA review occurred, the City and County have no authority to impose any project-specific conditions because the Project is exempt from all discretionary approvals. Fifth, it is unclear whether the

CEQA is replete with requirements which underscore the necessity of analyzing project-specific impacts at some point during the CEQA process to identify feasible mitigation measures and alternatives. In particular, CEQA includes a number of analytical devices and procedures to avoid redundancy and duplication in the CEQA process. For example, typically a program, master or other first-tier EIR is prepared in connection with the adoption of a planning document (e.g., a general or specific plan) which generally analyzes anticipated environmental impacts. As specific projects within the plan boundaries are subsequently proposed, specific environmental impacts which were not assessed as part of the first-tier EIR are analyzed in new environmental documents, so that mitigation measures and alternatives can be tailored to specific development projects. However, MCA proposes to turn that process on its head by utilizing the ministerial "Project Plan Compliance" procedure to preclude any environmental review for specific projects proposed within Universal City's boundaries. In the absence of further CEQA review, the environmental impacts of future projects cannot possibly be analyzed in a meaningful way or properly mitigated.[12]

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reference to "the Project" means an individual Project or the overall development in Universal City.

12 The City has recognized this fact for many years. For example, in a February 27, 1990 letter from Franklin Eberhard, a Deputy Director in the City Department of Planning, to Larry Spungin (at that time the President of MCA Development Company), Mr. Eberhard stated in no uncertain terms that MCA would not be permitted to exempt Universal City development from project-specific review:

"At this point it is the Planning Department's position that an EIR encompassing the entire development proposal for all MCA property is needed. This EIR, however, can be a programed or tiered EIR; that is an EIR which covers the entire site in general terms and deals in very specific terms with only the first phase of the project [which included a proposed hotel and office building at specified locations on the site]. The EIR would contain mitigation measures pertaining to the first phase or phases . . .. Subsequent phases will be covered by supplemental EIRs updating the first and setting forth specifics with respect to the new phase or phases being contemplated." (see Exhibit 8)

That is particularly true with respect to noise impacts. As discussed elsewhere in this letter, the DEIR simply ignores the existing noise impacts associated with Universal City, including noise from construction, tram tours, entertainment attractions, CityWalk, outdoor filming and other outdoor events which use sound amplification and/or involve large crowds. The PSP, in turn, imposes a minimal noise standard with respect to future projects and otherwise exempts Universal City from the Noise Ordinances. PSP, Section 19 (98:17-99:2). Without meaningful noise mitigation, MCA will have the unfettered ability to intensify current uses which have so effectively destroyed the tranquility of the surrounding neighborhoods for the past decade or so.

In addition, the PSP includes new permitted uses which may not exceed the PSP's noise standard, but will clearly exceed the sound amplification restrictions in the City Noise Ordinance and obviously have significant noise impacts on the surrounding area. Those proposed new uses include hotels and related recreational uses, the helistops, outdoor arenas, outdoor entertainment attractions (including amusement rides, animal shows, displays, museums, aquariums, tours, exhibitions, assembly areas, pavilions and interactive and active play areas), outdoor entertainment shows which utilize sound amplification equipment, outdoor parades and street performer shows, outdoor temporary and seasonal uses, including circus and holiday festivals, and outdoor special events. PSP, pp. 53-55.

The breadth and vagueness of many of the permitted uses make it even more difficult to analyze or effectively mitigate future noise impacts. As one example, the PSP permits "uses which evolve as a result of development of technology or media . . .." PSP, p. 56:8. How can anyone meaningfully evaluate in 1996 the noise impacts that may accompany an entertainment attraction designed with technology from the year 2020?

It is ironic that the PSP, if adopted, would provide MCA with the open-ended right to add new permitted uses which evolve through development of technology, but would preclude the City and County from taking advantage of new technologies that evolve over the next 24 years which could more effectively mitigate the Project's environmental impacts. As one example, a number of companies have developed anti-

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The City's position made sense in 1990, and it makes sense today.

noise technology which neutralizes sound waves. It is anticipated that the effectiveness of this technology will increase significantly over the next several years. However, the City and County have no right to require the use of this technology under the PSP, and MCA has no obligation to utilize it in connection with any of the noise impacts that currently plague the surrounding area.

It is also highly likely that the accepted methodology for analyzing noise impacts will change significantly over the next quarter-century. Consider how dramatically the analytical procedures for evaluating noise, traffic and other project impacts have evolved in the 26 years since CEQA was enacted in 1970. However, the PSP (as well as the Development Agreements) precludes the implementation of any new and better way of evaluating noise impacts.

3. No Public Participation.

By structuring the PSP to eliminate all discretionary and CEQA review, MCA would also preclude all public participation in the development of Universal City through the year 2020. Notwithstanding that public participation is an essential part of the CEQA process, the public would have no opportunity to evaluate the project-specific impacts from up to 11,288,000 square feet of new and replacement development. CEQA Guidelines § 15201. The exclusion of public participation is so complete that the administrative clarification procedures with respect to Project Plan Compliance and Plan Approval procedures, as well as the right to seek interpretations of the PSP, are available only to MCA, and not the public. PSP, pp. 37:9-27, 63:1-25, 101:17-102:13.

An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences." CEQA Guidelines § 15151; Stanislaus Natural Heritage Project v. County of Stanislaus, 48 Cal. App. 4th 182, 193 (1996). The DEIR's analysis of the Project's impacts on existing zoning regulations not only fails this test, it is seriously misleading and inaccurate.

The DEIR concludes that, with the exception of the Hollywood Manor residential area, the Project will have no significant impacts relating to physical land uses/zoning. DEIR, pp. 234-35 (§ 3.3.2.5). The primary justification for this conclusion is that development under the PSP "is more restrictive than current County regulations" and, with respect to City regulations, "will be more restrictive in some areas and less restrictive in others." Id.; p. 223 (§ 3.3.1.1), p. 224 (§ 3.3.1.2)

That comparison violates CEQA. An EIR must examine the potential impact of a project on the existing physical environment. It is unlawful to compare newly authorized land uses with the conditions hypothetically permitted under existing land use and zoning regulations. See, e.g., Environmental Planning and Information Council v. County of Eldorado, 131 Cal. App. 3d 350, 354-58 (1982). When properly analyzed, the exemption of the entire project from all discretionary and CEQA review, numerous development standards and future regulations will enormously impact the existing environment.

The DEIR further attempts to justify its conclusion by noting that "[t]he Specific Plan uniform UC-SP zoning across the site offers a comprehensive approach to development regulation." DEIR, p. 234. If anything, the opposite is true. By creating a single zone with an almost unlimited number of permitted uses which can be located almost anywhere on the site, none of which are subject to project-specific review, Universal City would effectively have no zoning at all. While the DEIR notes the benefit of certain development standards in the PSP, many of those standards are less restrictive than current requirements and, in any event, the DEIR ignores numerous City and County development standards that would no longer be applicable to Universal City. Id.

The DEIR also contains a number of other misleading or untrue statements which are designed to obscure the Project's impacts relating to land use and zoning. For example, the DEIR states that there will be no significant impacts associated with changes to the land uses allowed within the County Property because (1) most of the proposed uses are currently permitted by the County Zoning Code and (2) although hotel uses are currently prohibited, "hotels represent a related use which is typically incorporated" in visitor-related, office and studio uses, which are permitted by current zoning. DEIR, p. 223 (§ 3.3.1.1).

This analysis is misleading and improper for two reasons. First, it ignores that many of the proposed uses are not permitted as a matter of right (as implied), but are only conditionally permitted or subject to other discretionary review due to the likelihood that, without proper mitigation, those uses will be incompatible with the surrounding area. Second, hotels are not "typically incorporated" into motion picture studios and, even if they were, the County and City have previously determined that hotel uses are incompatible with the surrounding residential areas. The conversion of that currently prohibited use into a use permitted as a matter of right is an extremely significant change in the zoning for the site.

The DEIR also states that, "[w]hile the Project would provide a procedural change for processing case applications, it incorporates the substantive requirements of the current code. Therefore, no significant impacts would occur from this procedural change." Id., p. 224 (§ 3.3.1.1). That statement is manifestly false. As discussed above, the PSP exempts the Project from a broad range of City and County zoning regulations, including the Noise Ordinances. In addition, while the DEIR seeks to downplay the exemption of the entire Project from all discretionary review, CEQA review and future regulations as a "procedural change for processing case applications", those "procedural changes" will have a significant and deleterious impact on surrounding residents for well over two decades.

The DEIR also briefly notes that Universal City is currently subject to a number of County and City zoning approvals, including County CUP 90074, City Variance No. ZA90-0196 and ZA20089 and a (Q) Condition, and that the PSP would supersede those approvals. The DEIR concludes, with no analysis, that the elimination of those approvals will not be significant. DEIR, pp. 224 (§ 3.3.1.1), 225 (§ 3.3.1.2). There is no evidence to support this conclusion because the DEIR fails to describe the specific conditions in the current zoning approvals and the extent to which they are more restrictive or permissive than the standards and restrictions in the PSP.

Finally, the DEIR includes that the Project will have no significant land impacts on the Toluca Lake area because the Lakeside Golf Course creates a "considerable separation" and the "[o]n-site physical characteristics of the Project would be controlled by the proposed development regulations of the Specific Plan which are more stringent than County regulations." Id., p. 227-28. For the reasons set above, these statements are also untrue and seriously misleading. As MCA is well aware, noise from Universal City has become intolerable for Toluca Lake residents. Not only are the sound attenuation requirements in the PSP less stringent than the County Noise Ordinance, the PSP would exempt Project from the City Noise Ordinance altogether, which is a very significant land use impact.

Finally, the DEIR utterly fails to describe the terms of the Development Agreements that MCA apparently will enter into with the City and County. There is also no analysis whatsoever in the DEIR with respect to the land use impacts associated with the Development Agreements, including the effects of exempting Universal City from all future City and County zoning regulations for up to 24 years. These omissions are

exacerbated by the fact that drafts of the Development Agreement are still not available for public review.[13]

B. The DEIR Fails To Adequately Analyze The Individual And Cumulative Noise Impacts Associated With The Project.

The DEIR's noise analysis is wholly inadequate for many reasons. Most of the flaws in the analysis flow from the DEIR's refusal to acknowledge that noise generated inside Universal City from construction, outdoor filming, entertainment attractions, CityWalk, tours and special events have severely impacted surrounding neighborhoods, and that MCA's proposed intensification of these uses, as well as the introduction of many new outdoor uses, will result in a further and significant deterioration of the quality of life in those neighborhoods unless those noise impacts are properly analyzed and fully mitigated and, in some cases, prohibited.

1. The Discussion of Regulatory Setting Omits the Sound Amplification Restrictions in the City Noise Ordinance.

The DEIR summarizes the provisions of the Noise Ordinances. DEIR, pp. 321-24 (§§ 2.2.2, 2.2.3), 336-37 (§ 3.1.1). However, the DEIR omits any discussion of the restrictions on amplified sound set forth in Section 112.01 and Article 5 of the City Noise Ordinance. In particular, Section 112.01(b) of the City Noise Ordinance prohibits any noise level caused by sound amplifying equipment which is audible (a) at a distance in excess of 150 feet from the property line of the noise source or (b) within any residential zone or 500 feet thereof. Section 115.02(f) of the City Noise Ordinance states that sound emanating from sound amplifying equipment shall not be audible at a distance

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13 The DEIR failed to explain the nature of the Development Agreements, despite the fact that Robert Sutton, a Deputy Director of Community Planning for the City, specifically requested that the DEIR "describe in detail all planning approvals to be covered by [the DEIR] for each of the jurisdictions." DEIR, Volume 3, Appendix D-1, Comment W-2.

in excess of 200 feet from the sound equipment.[14] It is quite clear that the DEIR ignored those restrictions because MCA does not want to comply with them.

It should also be noted that the DEIR failed to discuss applicable policies, standards and restrictions in the City and County Noise Elements that may be applicable to the Project. Indeed, for unexplained reasons, the DEIR fails to even reference the County and City Noise Elements in either the noise analysis or the DEIR's discussion of the County and City General Plans. DEIR, pp. 192-94 (§ 2.1.1), 196-201 (§§ 2.2.1-2.2.2), 321-24 (§ 2.2).

2. The Noise Model Excludes Numerous Noise Sources Which Have and Will Significantly Impact the Surrounding Area.

The noise analysis in the DEIR is based on a "UC Noise Model" (the "Noise Model") developed by Paul S. Veneklasen & Associates ("Veneklasen"). Although not stated in the DEIR itself, Veneklasen concedes in the Assessment of Environmental Noise attached as Appendix F-1 to the DEIR (the "Noise Study") that the Noise Model does not include any existing or future outdoor filming activities because the County Zoning Code currently exempts motion picture production and related activities from the noise restrictions. DEIR, Appendix F-1, p. 1. Veneklasen also acknowledges in the Noise Study (although again not stated in the DEIR itself) that the Noise Model excludes most of the existing and future noise sources that surrounding residents have complained about for years, including "CityWalk events, parties, bands (Salsa Band, Steel Band, etc.), and other special events." Id., p. 15.[15]

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14 The DEIR ignored the City's amplified sound restrictions, notwithstanding that the City specifically requested that the DEIR include a full discussion of the City noise standards. DEIR, Volume 3, Appendix D-1, Comment W-2.

15 The Noise Study's analysis on this point is extremely confusing. First, after stating that the objectionable noise sources were not modeled, the Noise Study refers to additional analysis in "Section E.3. of this report", but no such section exists. Id. Also, the Noise Study did not model noise from the Salsa Band and other bands, but apparently the Noise Study subsequently uses the noise from the Salsa Band venue as the source for modeling two of the new sources under the Conceptual Plan (S4 and S6). Id., p. 28. This indicates that the Noise Study could have

The exclusion of outdoor filming activities from the Noise Model is decidedly improper. For purposes of environmental review, it is irrelevant that the County Noise Ordinance exempts motion picture production from its noise restrictions. Noise associated with outdoor filming is quite real and significantly impacts the surrounding area. Conformity with (or exemption from) zoning regulations does not insulate a project from CEQA review. Oro Fino Gold Mining Corp. v. County of El Dorado, 225 Cal. App. 3d 872, 881 (1990). In any event, outdoor filming is not exempt from the City Noise Ordinance, and it is City residents who are impacted by Universal City noise.

The Noise Model is based on the "Conceptual Plan" briefly described in the DEIR (p. 142 (§ 2.3)). The Conceptual Plan is intended as a "reasonable scenario" of how buildout of Universal City might occur, "since the location and orientation of actual future buildings has not yet been determined." Id., p. 142. The Noise Model is based on 41 new "sources" identified in the Conceptual Plan. Id., pp. 363-64 (§ 5.1).

The incorporation of the Conceptual Plan into the Noise Model was inadequate and improper for several reasons. First, of the 41 new noise sources, 11 of them (S1-S11) are entertainment attractions which apparently utilize amplified sound and are similar to the entertainment attractions that currently disrupt the surrounding neighborhoods. DEIR, Appendix F-1, p. 28. Inexplicably, all 11 of these new sources have been grouped together in the southeastern corner of the site, notwithstanding that new entertainment attractions could be constructed anywhere in Universal City. For example, the PSP would permit MCA to construct unenclosed entertainment attractions all along the Los Angeles River at the northerly boundary of the site. The same applies with respect to the six identified sources for resort hotels (S12-S17), which are all clustered in the middle of the proposed Resort Overlay. DEIR, p. 364, Appendix F-1, p. 29.

Second, the 41 new sources exclude many proposed permitted uses in the PSP which could have significant noise impacts, including unenclosed arenas, amphitheaters and other assembly areas, unenclosed amusement games or arcades,

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modeled the noise from the various venues that utilize amplified sound, but arbitrarily declined to do so.

aquariums, outdoor recreational facilities, parades and street performer shows, outdoor seasonal uses, etc.

Third, the DEIR includes no information regarding the height, density or orientation of any of the 41 sources identified in the Conceptual Plan. Without that information, how can the Noise Study meaningfully evaluate potential noise impacts?

Fourth, the Noise Study states that the Noise Model "will be used as a design tool during the development of the site over the next 15-20 years." Id., Appendix F-1, p. 17. Therefore, even if the model was adequate (which it is not), Veneklasen has conceded that the Noise Model could be obsolete as early as the year 2011, notwithstanding that the Specific Plan will remain effective until the year 2020.

It is astonishing that these noise sources, the negative impacts of which are already so well-documented, were ignored in the Noise Study and DEIR. The Noise Model should be revised to address these noise impacts and to determine whether they exceed the restrictions on sound amplification set forth in the City Noise Ordinance.

3. The DEIR's Analysis of Existing Noise Levels is Inadequate and Extremely Misleading.

The DEIR's analysis of existing noise levels is based on a monitoring study which consisted of collecting 24-hour noise samples at 23 locations. DEIR, p. 326-27. However, with one exception, neither the DEIR nor the Noise Study indicates the precise date on which each of the 23 sites was monitored, including sites "R" and "S" in the Toluca Lake neighborhood. Id., p. 326, Appendix F-1, p. 11. Was the monitoring for sites "R" and "S" done on a weekend or holiday? Was the monitoring done on a day where there was no outdoor filming or special or seasonal event at MCA? Without this information, the reliability of the monitoring cannot be evaluated.

More important, the DEIR's analysis of existing noise levels is facially inadequate because it simply ignores existing, significant noise impacts associated with Universal City operations. As one example, the DEIR's entire discussion regarding existing noise levels in Toluca Lake is as follows:

> "Within [Toluca Lake], on-site noise sources generate model calculated L50 noise levels of 30-38 dBA and Lmax levels of 42-56 dBA. These noise levels are below the established L50 and Lmax thresholds of 50 and 70 dBA, respectively. The Lmax of 56 dBA at Location S is higher than the night time minimum L50 noise

level at this location and on-site sources may be audible. The principal on-site noise source contributing to the on-site noises audible within the Toluca Lake area is the Waterworld Show. The actual duration of audibility is dependent upon the ambient noise level during each of the evening hours." Id., p. 335 (§ 2.4.2.6).

That analysis simply denies reality. Most important, the DEIR ignores the innumerable complaints made by residents and other property owners over the past several years regarding Universal City noise from various sources described above. (see Exhibits 3, 4 and 5 and footnote 1, above). The Waterworld Show is not the "principal on-site noise source". The amplified sounds and other noise from outdoor filming, entertainment attractions, helicopters, CityWalk, and special events and other outdoor venues all contribute significantly to the current intolerable conditions. Whether or not the existing ambient noise levels exceed two of the standards in the County Noise Ordinance (as discussed below, they do) is only a small part of the noise picture. The crucial point is that many existing noise sources in Universal City currently exceed the sound amplification restrictions set forth in the City Noise Ordinance.[16]

MCA has previously advised community residents that it keeps a log of all noise complaints, and that the log is available for public inspection. TLRA asks that MCA make the noise log available for review by the public, the City and the County, and that the information in the noise log be included as part of the noise analysis in the DEIR.

4. The Significance Thresholds for Noise are Inadequate.

The DEIR states that the Project would have a significant impact on noise "if the analysis of estimated Project impacts indicates that noise levels from the Project would either: (1) cause an exceedence of noise levels allowed under the County or City Noise Ordinance L50 or Lmax standards or (2) result in a substantial increase in ambient noise levels (i.e., CNEL levels)." DEIR, p. 336 (§ 3.1). It seems apparent that the thresholds were stated in this way so that the DEIR could avoid all discussion of the

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16 It is also important to note that the DEIR repeatedly misstates the L50 standard in the County Noise Ordinance. The standard is 50 dBA only between 7:00 a.m. and 10:00 p.m.; between 10:00 p.m. and 7:00 a.m., the L50 standard drops to 45 dBA. LACC § 12.08.390.

Project's untenable noise impacts and conclude that the Project will not have a significant effect on noise.[17]

To justify the thresholds, the DEIR states that "[t]he County Noise Ordinance was selected as the basis for establishing the significance threshold since, in the context of the Project site and surrounding communities, the provisions contained therein are more restrictive than the comparable provisions of the City Noise Ordinance." Id. As described above, that is untrue. The restrictions in the City Noise Ordinance with respect to amplified sound and outdoor filming are far more restrictive than anything in the County Noise Ordinance.

A "significant effect on the environment" means any substantial, or potentially substantial, adverse change in any of the physical conditions within the project area, including noise. CEQA Guidelines § 15382; Cal. Pub. Res. Code § 21068. Obviously, given the unique noise sources contemplated with respect to the Project, the DEIR should have included a third significance threshold relating to violations of the amplified sound restrictions in the City Noise Ordinance.[18] Even before the preparation of the DEIR, Toluca Lake and other residents repeatedly advised MCA, the City and

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17 The City's Noise Element, which was not even referenced in the DEIR, acknowledges that noise impacts which are not physically harmful can nonetheless adversely impact communities. One of the Noise/Land Use policies in the Noise Element is that "[i]n areas subject to unusual, loud, or continuous noise, population densities and building intensities be regulated so as to protect occupants from noise." The Noise Element also states that the determination of noise sensitivity can be based on "subjective judgments of noise acceptability and relative noisiness", "need for freedom from noise intrusion" and "noise complaint history".

18 Planning Consultants Research ("PCR"), which prepared the DEIR, also prepared the Draft Environmental Impact Report for the Fox Studio Historic Preservation and Expansion Project in December, 1991. In that document, PCR expressly stated that a violation of the City Noise Ordinance constitutes a significant noise impact (see Exhibit 9). We agree.

County that noise from Universal City was substantially diminishing the quality of life in their neighborhoods (see Exhibits 3 and 4). The comments on the Notice of Preparation include many such comments (see footnote 1, above).

The current structure of the PSP would ensure that these noise impacts will be substantially exacerbated. The PSP includes no standards or mitigation with respect to amplified sound, exempts the Project from the City Noise Ordinance and exempts all outdoor filming and helicopter activity from the minimal restrictions in the PSP. If local residents are already experiencing severe noise problems with 1,333,000 square feet of entertainment uses, what will happen when they are exposed to an additional 1,496,000 square feel of entertainment uses (including many permitted outdoor uses which do not currently exist on the site) plus 2,737,000 square feet of new resort hotels and related uses? It should also be noted that, under the PSP, MCA could redevelop all or a portion of the existing entertainment uses with new permitted entertainment uses which have greater noise impacts than the existing uses.

5. The DEIR's Noise Analysis is Inconsistent with the First Significance Threshold.

Under the first significant threshold for noise, the Project will have a significant environmental impact if the Project would cause noise levels to exceed the L50 or Lmax standard set forth in the County Noise Ordinance. DEIR, p. 336-339. However, after stating this significance threshold, the DEIR proceeds to ignore it. The DEIR should have analyzed the Project's individual and cumulative noise impacts on existing ambient noise levels. For example, Table 26 in the DEIR sets forth the existing L50 noise level at each of the 23 receptor locations. Id., pp. 328-30. Then, Table 27 sets forth the L50 noise level at each of the receptor locations, based solely on the existing noise sources in Universal City (i.e., Table 27 excludes all non-Universal City sources in calculating the L50 noise levels). Id., p. 333. Finally, in Table 29, the DEIR purports to analyze the Project's impact on existing ambient noise levels. However, the existing ambient noise levels stated in Table 29 are not the existing ambient noise levels shown on Table 26, but instead are limited to the existing noise levels set forth in Table 27, which are based solely on Universal City noise sources.

As a result, the DEIR does not analyze noise impacts on the existing environment; it only analyzes the Project's noise impacts on Universal City noise sources, in contravention of CEQA.

If the DEIR had properly analyzed the Project's impact on the existing noise environment (instead of a portion of it), the calculated L50 at each receptor location would have been substantially higher and some would violate the County Noise Ordinance. For example, Table 26 indicates that the L50 noise level for Receptor R is 45.0 dBA between 8:00 p.m. and 12:00 a.m. The County Noise Ordinance states that the L50 for residential properties shall not exceed 45 dBA between 10:00 p.m. and 7:00 a.m.[19] Since the Project would obviously cause that L50 to exceed 45.0 dBA, that would violate the County Noise Ordinance. The same may well apply for all of the other daytime/evening and nighttime L50 calculations for Receptors S and T, which are already very close to the maximums levels permitted under the County Noise Ordinance. Id., p. 329.

6. The Project Will Have Very Significant Noise Impacts.

The DEIR concludes that, in the absence of mitigation, the Project will have no significant noise impacts, except with respect to Receptor Locations B, C and D in Hollywood Manor and the two proposed helistops. Id., pp. 342 (§ 3.3.1.1.1), 343 (Table 29), 349 (§ 3.3.1.2.2).

For all of the reasons stated above, that is obviously untrue. The amplified sound and other noise associated with the almost unlimited number of outdoor uses proposed in the PSP would have a devastating impact on the surrounding residential and recreational areas. Most, if not all, of the amplified sound would exceed the restrictions

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19 As noted above, the DEIR is also defective because both the DEIR and the Noise Study itself ignore that the County L50 standard for residential properties is 45 dBA between 10:00 p.m. and 7:00 a.m. Even if the DEIR had acknowledged this limitation, one cannot determine whether the Project will comply with that standard based on the data in the DEIR. Table 26 calculates noise levels for two different time periods (7:00 a.m. - 8:00 p.m. and 8:00 p.m. - 12:00 a.m.), but they are different than the residential time periods in both the County Noise Ordinance and the City Noise Ordinance (7:00 a.m. - 10:00 p.m. and 10:00 p.m. - 7:00 a.m.). The DEIR does not include an isolated analysis of the Project's noise impacts between 10:00 p.m. and 7:00 a.m.

in the City Noise Ordinance, which is precisely why MCA is attempting to exclude itself from those restrictions and failed to even reference them in the DEIR.

The DEIR is a bit more candid in its assessment of noise impacts associated with the proposed helistop operations. Although noise from the proposed helistop operations apparently does not exceed the significance threshold established for that use in the DEIR, the DEIR nevertheless concludes that "because of the variability that may occur in noise levels generated by helicopters, impacts are considered significant." Id., p. 349 (§ 3.3.1.2.2).

Why is that reasoning any less applicable to the broad range of noise sources which utilize amplified sound or the gunshots, explosions and other unsettling noises associated with outdoor filming? Each of those activities produces sounds that vary widely in pitch, intensity and duration, and have a jarring effect when heard in otherwise quiet residential neighborhoods.

The DEIR's noise analysis is deficient in several other respects which prevent the City and County from making a decision on the PSP and the other project approvals which intelligently take account environmental consequences. Although very ambiguously stated in the DEIR, it appears that the DEIR did not analyze any noise impacts relating to outdoor filming within the boundaries of Universal City. Id., pp. 339-40 (§ 3.2).[20]

As discussed above, it is irrelevant that the County Noise Ordinance exempts outdoor film production from its noise restrictions.[21] The DEIR also indicates

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20 The DEIR is less than candid on this point. It states that production activities are exempt from the County Noise Ordinance and are not subject to noise regulations in the PSP, but never states in straightforward fashion that the DEIR did not analyze those noise impacts. As discussed above, however, the Noise Study admits that noise impacts from outdoor filming were not included in the Noise Model.

21 The failure to analyze noise impacts associated with outdoor filming is particularly suspect given the DEIR's admission only two pages later that "it is recognized that the analysis of noise impacts must consider all Project-related sources, including all activities occurring within Universal City property." Id., p. 341 (§ 3.3.1.1).

that evaluation of those noise impacts is not required because "it is anticipated that outdoor production-related noise levels will not change with buildout of the Specific Plan because outdoor production areas will remain the same or be decreased . . .." Id. That reasoning is extremely unpersuasive, for two reasons. First, the DEIR once again ignores that its purpose is to analyze the environmental impacts of the Project on the existing environment. The City and County are considering the adoption of the PSP, which would permit outdoor film production for the next 24 years without any restrictions whatsoever. The DEIR must analyze those impacts, which currently violate numerous standards in both of the Noise Ordinances, and explain why it is infeasible to impose any mitigation measures to alleviate those impacts.

Second, that conclusory statement is demonstrably untrue, and contradicts numerous statements in the PSP and the DEIR. The PSP would permit studio uses to increase by at least 450,000 square feet, and MCA would have the right to substantially increase that amount by using the "Equivalency Matrix". PSP, pp. 28:24-29:8, 30-31. It is reasonable to assume that outdoor filming will increase proportionately with the increase in overall production activities. In addition, MCA intends to design future entertainment attractions and resort hotels for dual use as outdoor film settings. See, e.g., DEIR, p. 151 ("the resort hotels may be designed to be used as sets for movie production") and Preliminary Specific Plan (October, 1996), p. 2-14 (attractions on the tram tours are also used as movie sets) and p. 2-16 ("[t]he themed resort hotels will provide set-like amenities which may be used for television and movie production").

The DEIR also states that "[t]he stationary noise sources that will be in operation at Universal City in the future will be similar to those in operation today." Id., p. 340 (§ 3.3.1). For the reasons discussed above, that statement is extremely misleading and inaccurate.

7. The DEIR's Analysis of Construction Noise Impacts is Inadequate.

The DEIR acknowledges that construction activity has the potential to generate noise levels which exceed the standards in the County Noise Ordinance and therefore constitute a significant impact. DEIR, p. 354. Nonetheless, the DEIR concludes that construction noise impacts will not be significant because MCA "intends to implement all feasible mitigation in accordance with County of Los Angeles

requirements to ensure that noise levels associated with on-site construction would not exceed those allowed by the County Noise Ordinance." Id.

That analysis is wholly inadequate for several reasons. First, there is no quantified analysis which explains which adjacent areas will experience construction noise which exceeds County noise standards and what decibel levels can be expected.[22] Second, the DEIR fails to describe any of the "feasible mitigation" that would reduce construction noise to a level of insignificance. Third, the DEIR does not explain how the unspecified conditions would mitigate construction noise impacts. As a result, neither the public nor decisionmakers can intelligently evaluate the environmental consequences of substantial and continuous construction activity over a period of 24 years.

The DEIR subsequently recommends Mitigation Measure C-7, which requires MCA to comply with the "Construction Management and Mitigation Plan" attached as Appendix S to the DEIR. Id., p. 362 (§ 4.4). Section 3 of that Plan addresses construction noise and includes two paragraphs. Id., Volume 9, Appendix S. The first paragraph states that construction contractors will be required to comply with City and County ordinances regarding construction noise.[23] The second paragraph states the MCA "intends to ensure that all construction contractors implement all feasible mitigation in accordance with County of Los Angeles requirements to ensure that noise levels associated with on-site construction would not exceed those allowed by the County Noise Ordinance."

These conditions do not provide any meaningful expectation that MCA can or will comply with County requirements. None of the three potential mitigation

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22 Indeed, the DEIR failed to comply with the City's directive that it should include a "separate discussion of increases in construction related noise above existing ambient levels . . .." Id., Volume 3, Appendix D-1, Comment W-2.

23 It will be almost impossible for anyone other than a lawyer to find those ordinances. Instead of citing specific sections of the LAMC and LACC relating to construction noise, Section 3 only references the original ordinances adopted by the City and County. In addition, it does not appear that City of Los Angeles Ordinance No. 11,743 relates to construction noise.

measures is mandatory; MCA "may include" one or more of them to the extent "feasible". In addition, the DEIR includes no analysis of the likely effectiveness of any potential construction noise mitigation.

Equally important, regardless of technical compliance with the County Noise Ordinance, the environmental impacts associated with 24 years of more or less continuous construction activity will obviously be quite significant. The noise from construction vehicles and equipment is extremely unpleasant and quite distinctive from other noise which contributes to ambient noise levels. Although the Toluca Lake community is not adjacent to Universal City, construction noise has been, and will continue to be, audible and disruptive, particularly since substantial construction activity will extend over more than two decades.

8. The DEIR Fails to Analyze Noise Impacts Between 2010-2020.

The DEIR states that full buildout "is expected" to occur by the year 2010, and that development activity between the years 2010 and 2020 is "expected" to be limited to remodeling, replacement and redevelopment of existing structures, together with programs for increasing visitor attendance during off-peak periods. DEIR, p. 335 (§ 3.3.2). Despite those "expectations", the DEIR concedes that new construction could continue during the final 10 years of the development program. Id. Based on that analysis, the DEIR concludes that its failure to evaluate noise impacts between 2010-2020 is acceptable because "no additional increases in on-site related noise are likely to occur on the Project site between 2010 and 2020" and "there would be few, if any, noise sources added on-site during this period. Id.

That analysis violates CEQA. The EIR must inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Stanislaus Natural Heritage Project v. County of Stanislaus, 48 Cal. App. 4th 182, 195 (1996). The PSP would cover a 24-year period ending in 2020. However, the DEIR includes no noise analysis for the years 2010-2020. The DEIR's conclusion that noise impacts would be no greater in the year 2020 than in the year 2010 is not only unsupported by any technical analysis, the DEIR concedes that raw land development could continue during that period. In any event, the DEIR's conclusory analysis simply ignores the noise impacts associated with the replacement and redevelopment of existing structures. The construction noise from those projects is just as real as the construction

from raw land development. In addition, it is entirely possible that sites will be redeveloped with uses that have greater impacts than the preexisting uses.[24]

9. The DEIR Fails to Recommend Feasible Mitigation Measures Which Substantially Lessen or Avoid the Project's Significant Noise Impacts.

In order to approve the Project, the City and County must adopt all feasible mitigation measures which substantially lessen or avoid otherwise significant adverse environmental impacts. Cal. Pub. Res. Code §§ 21002, 21081(a). To implement this requirement, EIRs must set forth mitigation measures that decisionmakers can adopt at the findings stage of the process. Cal. Pub. Res. Code § 21100(b)(3).

The DEIR fails to recommend feasible mitigation measures with respect to operational noise because the DEIR improperly concludes that, with the exception of the proposed helistops, the Project will not have any significant noise impacts.[25] Since that is untrue, the DEIR must analyze all feasible noise mitigation.

As discussed above, TLRA has recommended a number of mitigation measures which will provide at least some relief to the surrounding communities (see Exhibit 2, Section D (pp. 7-9), and believes that all of the proposed conditions are eminently feasible. In particular, the restrictions with respect to amplified sound are not only feasible, they are in fact the standards adopted by the City 24 years ago which apply to every other project located within the boundaries of Los Angeles.

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24 As discussed below, the DEIR's failure to analyze noise impacts during the final 10 years of the development program is exacerbated when considering cumulative noise impacts.

25 The DEIR goes even further, falsely stating that "the UC Noise Model and implementation of the noise limitations would enable the noise generated on-site to remain within levels allowed by the City and County." DEIR, p. 356. There is no evidence in the DEIR that Universal City noise sources will comply with the amplified sound restrictions in the City Noise Ordinance (see Section IV.B.2, above).

The DEIR also states that no noise mitigation will be required for outdoor filming because it is currently exempt from the County Noise Ordinance and because noise levels associated with outdoor production are not expected to change. DEIR, p. 356. Not only is that reasoning defective for the reasons described above, it is irrelevant in determining whether the mitigation is "feasible".

Almost two years ago, in response to repeated complaints by residents, Councilman Ferraro became involved in an effort to mitigate Universal City noise. As a result, in May, 1995, MCA agreed to develop and install a "Noise Management System" that was initially proposed by community residents at a meeting sponsored by Councilman Ferraro (see Exhibit 3, May 26, 1995 and February 14, 1996 letters). For unexplained reasons, MCA has never implemented this system and, inexplicably, the DEIR does not even mention its existence, perhaps because to discuss the noise monitoring system is to admit that a significant noise problem currently exists.

10. The Cumulative Noise Analysis in the DEIR is Inadequate.

The DEIR concludes that cumulative impacts related to stationary noise sources will be less than significant because other developments "will be subject to environmental review as part of each Project's review process and will be subject to the requirements of the applicable noise ordinance." Id., p. 367 (§ 6.1).

That analysis is also misleading and wholly inadequate. The DEIR cannot justify a determination of nonsignificance based solely on the fact that future projects in the area will be subject to project-specific CEQA review. One of the primary reasons that CEQA requires cumulative analysis in an EIR is to determine whether any particular environmental impact is cumulatively significant, notwithstanding that the environmental impacts associated with one or more individual projects may not be significant.[26] A proper cumulative noise analysis would first calculate ambient noise conditions in the

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26 It is more than a little ironic that the DEIR's sole justification for its determination that the Project's cumulative noise impacts will not be significant is that other projects will be subject to project-specific environmental review and the requirements of the Noise Ordinances, when no individual project in Universal City will be subject to any CEQA review and will be exempt from almost all of the restrictions in the Noise Ordinances.

year 2020, and then determine the impact of full Project buildout on those ambient conditions.

The cumulative noise analysis is even more suspect because the DEIR's analysis only extends through the year 2010. By freezing the acoustical analysis in the year 2010, while buildout will occur through the year 2020, the DEIR ignores both changes to ambient noise levels between the years 2010-2020 and the Project's incremental contribution to those conditions. As ambient noise levels in the surrounding areas increase (which undoubtedly will occur), the incremental additional noise from stationary sources in Universal City becomes more significant.

C. The Alternatives Analysis In The DEIR Is Inadequate And Provides No Basis For Concluding That The Alternatives Are Infeasible.

An EIR for any project to CEQA review must consider a reasonable range of alternatives to the project which (1) offer substantial environmental advantages over the project proposal and (2) may be feasibly accomplished in a successful manner. Citizens of Goleta Valley v. Board of Supervisors, 52 Cal. 3d 553, 566 (1990).

The DEIR abjectly fails that test. The DEIR evaluates five alternatives. DEIR, p. 941. Two are nothing more than "no project" alternatives (Alternatives 1 and 2). Of the other three alternatives, two of them (Alternatives 4 and 5) propose a different mix of uses than the Project, but the square footage of those alternatives is identical to the Project and their environmental impacts are quite similar to the Project. The only alternative which includes decreased density and offers meaningful environmental advantages over the Project is Alternative 3, which assumes a 21% reduction in development intensity. That does not constitute a "reasonable range" of alternatives.

The DEIR also lays the groundwork for claiming that none of the alternatives is feasible, and can therefore be rejected by the City and County. The DEIR accomplishes this by alleging that none of the alternatives achieves the "project objectives". For example, with respect to Alternative 3, the DEIR states that a density reduction of 21% would "severely limit Studio expansion opportunities and hinder [MCA's] ability to maintain its current position in the motion picture/television production industry", "put at substantial risk the viability of continued development and enhancement of the existing Entertainment Venue and Entertainment Retail Venue, the development of new venues and the opportunity for development of resort hotels offering overnight accommodations." The DEIR also states that, with Alternative 3, "the viability

of Resort Hotels would be put at risk" and would "frustrate the goals of business growth and competitiveness in the market." DEIR, pp. 1014-15.

Basically, the DEIR argues that Alternative 3 is infeasible because it would be less profitable. In other words, the DEIR claims that Alternative 3 is economically infeasible. However, to rely on economic feasibility as a justification for rejecting an alternative, the finding of economic infeasibility must be supported by substantial evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project. Citizen of Goleta Valley v. Board of Supervisors, 197 Cal. App. 3d 1167, 1181 (1988). The DEIR does not analyze Alternative 3 or any other alternative in terms of comparative costs, comparative profits or losses, or to the extent appropriate, comparative economic benefits to the City and County or the public at large. In any event, Alternative 3 cannot be rejected simply because it is different from the proposed Project and might produce less profits for MCA.

V.CONCLUSION

Over seven years ago, in an August 11, 1989 letter sent to local residents, an MCA official stated that, to deal with the noise problems associated with Universal City venues, "we need very specific information so that we can find the source of the disturbance and, if possible, implement a solution" (see Exhibit 3, first letter). The Toluca Lake residents find themselves in the same position today. They scoured the DEIR for an acknowledgment of the noise impacts described in Exhibits 3 and 4 (and the NOP responses described in footnote 1, above), and that the Project will intensify those noise impacts, but found none. The DEIR cannot identify appropriate noise mitigation until MCA admits that a significant noise problem exists and will get much worse if the PSP is adopted as proposed.

The foregoing comments on the DEIR are not minor quibbles. The DEIR's analysis of land use and noise impacts is fundamentally flawed and, we believe, would not survive judicial scrutiny. TLRA respectfully requests that the County revise the DEIR to comply with CEQA and recirculate the document. More important, TLRA calls upon MCA to revise the PSP to fully address and mitigate the existing and future noise impacts of Universal City on its neighbors.

Very truly yours,

Jack H. Rubens

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

LA2:LRE\LET\REZ\11028660.2
Enclosures
cc: Honorable Zev Yaroslavsky,
Supervisor, 3rd District (w/encls.)
Honorable John Ferraro,
Councilman, 4th District (w/encls.)
Honorable Michael Antonovich,
Supervisor, 5th District (w/encls.)

bcc: Mr. J. Patrick Garner (w/encls.)
Mr. Robert J. Salvaria (w/o encls.)

bbcc: Stephen C. Taylor, Esq. (w/encls.)

SPECIFIC PLAN MODIFICATION/NOISE MITIGATION

(January 21, 1997)

A. GOALS.

1. Reduce existing noise impacts on adjacent residential and recreational areas.

2. Create and implement meaningful standards for measuring noise impacts on surrounding residential and recreational areas which minimize existing and future noise impacts.

3. Devise appropriate noise mitigation which allows the reasonably use and expansion of Universal City, while minimizing noise impacts on the surrounding residential and recreational areas.

4. Implement a noise monitoring system which permits an immediate response to noise complaints and violation of noise standards.

B. CONCEPTUAL MODIFICATIONS TO PRELIMINARY SPECIFIC PLAN.

1. Universal City shall be subject to all of the standards set forth in the County Noise Ordinance and the City Noise Ordinance, including Sections 112.01, 115.01 and 115.02 of the City Noise Ordinance (copies of those provisions are attached). To the extent that the City Noise Ordinance and County Noise Ordinance include similar standards, but the standards in one Noise Ordinance are more restrictive, the standards in the more restrictive Noise Ordinance shall control. Outdoor filming and helicopter use shall not be exempt from those standards.

2. All development projects and uses proposed in Universal City which are currently subject to one or more discretionary approval processes under either the Los Angeles Municipal Code or the Los Angeles County Code shall remain subject to those processes.

3. A conditional use permit or similar discretionary approval shall be required for all projects with potentially significant noise impacts on adjacent residential and recreational areas, including the following:

a. All entertainment attractions which are not fully enclosed.

b. Entertainment retail venues which are not fully enclosed.

c. Hotels and all related uses, including golf courses.

d. Seasonal and Temporary Uses.

e. Other outdoor uses.

4. The "Environmental Thresholds" will not apply to any use which requires discretionary approval.

5. Prohibited Uses.

a. Helicopter takeoffs and landings (except for emergencies).

b. Arenas and unenclosed amphitheater space.

6. Require permitted and conditionally permitted uses to be confined to specified areas (i.e., Districts or sub-Districts), rather than permitting any use anywhere in Universal City.

a. Outdoor uses, including amusement games or arcades, aquariums, museums, displays, art shows, galleries, parades and street performer shows, recreational activities, restaurants, retail uses, special events, temporary and seasonal uses, etc., should be limited to specified areas.

7. Modify the list of proposed uses to eliminate all vague and open-ended uses.

8. A supplemental EIR shall be prepared upon the earlier of (a) the fifth (5th) anniversary of the adoption of the Specific Plan or (b) the aggregate construction (including redevelopment) of 1,000,000 square feet of improvements in Universal City. The City and County shall have the right to modify the Specific Plan and/or the Development Agreement based on such environmental review. A new supplemental EIR shall thereafter be prepared upon the earlier of (a) the fifth (5th) anniversary of the certification of the previous supplemental EIR or (b) the construction (including redevelopment) of 1,000,000 square feet of improvements. This process shall continue throughout the life of the Specific Plan.

9. TLRA is still reviewing the proposed density and height standards proposed in the PSP and reserves the right to make further comment.

C. SPECIFIC MODIFICATIONS TO PRELIMINARY SPECIFIC PLAN.

1. Why are numerous provisions or phrases in the PSP bracketed?

2. Section 2D. Delete the words "practical and" on line 3. Under CEQA, MCA must implement all "feasible" mitigation measures. The word "practical" is vague and has no defined meaning. (5:1-3)[27]

3. Section 3B. Taken literally, this provision would exempt Universal City from just about every City and County zoning provision and creates great potential for abuse. This provision should be modified to state that Universal City is not exempt from any City or County zoning requirement unless expressly stated in the Specific Plan. (6:12-21)

4. Section 3C. These provisions should be deleted in their entirety. (6:23-7:16)

5. Section 4.

a. Arenas. Delete the definition of "Arena". (9:4-7)

b. Environmental Thresholds. The Environmental Thresholds do not address all environmental impacts associated with a project (e.g., noise). Also, modify the definition of "Environmental Thresholds" to reflect that some uses are conditionally permitted or otherwise discretionary. (12:24-28)

c. Floor Area. Why are "Parking Structures" excluded from "Floor Area"? In addition, why does "Floor Area" exclude "Seasonal Use" and "Temporary Use" when those uses may occur virtually the entire year as currently defined? (13:17-18)

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[27] All parenthetical references at the end of sections refer to pages and line numbers in the PSP.

d. Helistop. Delete this definition. (18:6-9)

e. Production Activities. On line 19, delete "and any derivaration or evolution of the foregoing". (22:7-19)

f. Seasonal Use. On line 5, replace the phrase "a maximum of 100 consecutive days" with the phrase "30 days". Please note that, in its current form, the inclusion of the word "maximum" would mean that Seasonal Use could occur 362 days each year. (24:5-6)

g. Special Events. On line 5, replace the phrase "including but not limited to" with ", which includes". (26:4-7)

h. Temporary Use. On line 18, replace the phrase "60 consecutive days, or 6 consecutive weekends" with the phrase "30 days, or 4 consecutive weekends". Please note that the proposed definition of Temporary Use would permit a Temporary Use 360 days each year. (26:17-19)

6. Section 5A(2). Still under review. (28:13-22)

7. Section 5B. This provision (32:1-6) is equivalent to Section 3D (7:18-20). One of the provisions should be deleted.

8. Section 5C. Delete the second sentence in each paragraph. Any amendment to the Specific Plan, including amendments to the Appendices, must be approved by the City Council and the Board of Supervisors, as the respective legislative bodies of the City and County. (32:8-17)

9. Section 6. This Section will require a number of revisions to distinguish projects in Universal City that are subject to discretionary review. (32:19)

a. Section 6A(10). Amend lines 13-15 to read as follows: "(10) Interior or exterior remodeling of a Building, provided that any such remodeling does not:". On line 20, change "50,000" to "5,000". As written, this provision would permit new uses for an entire building without any review, ministerial or otherwise. In addition, exempting a 50,000 square foot addition from all review is overreaching, particularly given that the City currently requires discretionary site plan review for a 40,000 square foot addition. (33:13-21)

b. Section 6A(12). Why should the rehabilitation or reconstruction of a non-conforming Building or Structure following a casualty be exempt from City and County requirements? (33:26-34:8)

c. Section 6C(3). This provision properly states that a Project Plan Compliance approval "does not in any way indicate compliance with other applicable provisions of the LACC/LAMC." (35:5-9) However, that provision contradicts Section 3B (6:12-21), which states that where the Specific Plan contains provisions "which are different from, more restrictive or more permissive than would otherwise be allowed" under the City and County Zoning Codes, "the Specific Plan shall prevail and supersede that applicable provision."

d. Section 6C(5)(b)(ii). The numerous defects in this provision are discussed in the body of the letter on page 13, footnote 11. (36:17-23)

e. Section 6C(6). What is the time period for the Planning Commission to review an application for Project Plan Compliance if an application is transferred to it? (37:5-8)

f. Section 6C(7). The public should have the same right to request an administrative clarification as MCA. (37:9-27)

g. Section 6C(8). A Project Plan Compliance should expire one year from the date of issuance, and no extension should be permitted. (38:3-14)

10. Section 7A(2). The permitted and conditionally permitted uses in each District should be expressly stated. (38:24-39:17)

11. Section 7A(2)(c). Delete the word "Arenas". (39:13)

12. Sections 7C and D. These provisions are still under review, and TLRA reserves the right to make additional comments. (41-44)

13. Section 7I. In addition to the general comments and proposed revisions set forth above and in the body of the letter, TLRA requests the following specific revisions with respect to permitted uses (51:11-57:12):

a. Section 7I(8). All design, construction and manufacturing activities which utilize machinery should occur in enclosed structures. (53:1-7)

b. Section 7I(16). All references to "helistop" should be deleted. (53:26-28)

c. Section 7I(36). Delete second sentence of the Section. "Special Events" is already defined in Section 4 (26:4). (55:12-14)

d. Section 7I(38). On lines 20 and 21, replace the phrase "including but not limited to" with the phrase "which includes". (55:20-23)

e. Section 7I(44). This section should be deleted in its entirety. "Uses which evolve as a result of development of technology or media" is far too vague and would permit MCA to add any number of new permitted uses over the years that are currently beyond the contemplation of anyone, including MCA. (56:8-10)

14. Section 11A(1). On line 26, replace the phrase "Plan Compliance Determination" with the phrase "Project Plan Compliance". In addition, it should be noted that the Department of Transportation's discretionary right to assign traffic improvements to a specific project indicates that the Project Plan Compliance procedure is in fact discretionary and requires CEQA review. This makes sense because the Department of Transportation can only determine which traffic improvements should be required for a particular project by conducting a traffic analysis. (71:25-72:8)

a. Section 11A(3). Taken to its extreme, this Section would permit the Department of Transportation to replace all of the existing traffic improvements with "comparable traffic improvements". The Department of Transportation should not have the right to modify or substitute "comparable traffic improvements" without CEQA review and public participation. (73:6-10)

15. Section 19 (Sound Attenuation Requirements). Modify Section 19 as set forth in Section B1, above. (98:19-99:2)

16. Section 20 (Annual Report). The Annual Report should include detailed information regarding noise impacts of Universal City on the surrounding area, including a detailed summary of all noise complaints made during the previous year and how MCA responded. In addition, does the reference on line 7 to the "Planning Commission" mean both the City and County Planning Commissions? (101:1-14)

17. Section 21 (Interpretation). Any member of the public should have the right to seek an interpretation of the Specific Plan, and to appeal that interpretation to the Regional Planning Commission/City Planning Commission. (101:16-102:16)

18. Appendix B (Environmental Thresholds). Add a new Section F for "Noise" which requires all projects subject to Project Plan Compliance to comply with Section 19 of the Specific Plan (as modified pursuant to Section B1, above).

D. CONDITIONS TO APPROVAL OF SPECIFIC PLAN.

1. Outdoor construction activity permitted only between 7:00 a.m. and 6:00 p.m., Monday through Friday, except holidays.

2. MCA's new noise monitoring system, which was created in cooperation with Councilman Ferraro's office, should be activated and its effectiveness tested as part of the EIR process. If effective, operating and staffing rules should be imposed as conditions to the approval of the Specific Plan.

3. Any entertainment or theme park attraction which utilizes any amplified sound or which is reasonably likely to violate any restrictions in the Noise Ordinances shall be enclosed.

4. The outdoor use of sound amplification equipment and sirens, explosions, gunshots, operation of wind or wave machines and similar activities within the boundaries of Universal City shall also be subject to the following restrictions:

a. No amplified sound shall violate the standards and restrictions set forth in the City Noise Ordinance.

b. The use of sound amplification equipment shall only be permitted between the hours of 9:00 a.m. and 8:00 p.m.

c. Sirens, explosions, gunshots, operation of wind or wave machines and similar activities shall only be permitted between the hours of 12 p.m. and 8 p.m.

d. All sound amplification equipment shall be owned by MCA and shall be designed not to be audible at a distance in excess of 200 feet from the equipment or 150 feet from the boundary of Universal City, whichever is closer.

e. Any outdoor music or entertainment shows or outdoor special events which utilize sound amplification equipment shall be restricted to areas within the Entertainment District which have been specifically designed to minimize noise impacts on the surrounding residential and recreational areas. At a minimum, permanent speaker systems shall be installed in those areas which orient sound away from the surrounding

residential and recreational areas and utilize surrounding structures to buffer those areas from all noise associated with the show or event. In addition, MCA sound engineers shall be present throughout any such show or event to measure and manage all noise associated with that show or event.

5. MCA shall be required to utilize any noise cancellation technology which is effective in mitigating noise impacts associated with existing operations at Universal City. In addition, use of noise cancellation technology shall be required as a condition to (a) the approval of any proposed entertainment attraction or other project within the Entertainment District and (b) future special events and other outdoor activities, if and to the extent such technology can materially reduce the noise impacts associated with that project, event or activity.

6. No outdoor amplified music shall be permitted in the CityWalk area.

7. MCA shall fund the creation and operation of a community advisory group for the duration of the Specific Plan which meets monthly (a) to review all noise complaints and how MCA responded and (b) if and to the extent the existing noise mitigation is inadequate, to recommend new or modified mitigation measures to the City and County for their consideration. Any recommended mitigation measures may relate to the Specific Plan and/or individual discretionary permits and approval. Any such mitigation measures approved by the City and County with respect to the Specific Plan shall be applied to all applicable existing and future development in Universal City.

The noise advisory group would consist of 10 members, selected as follows:

Organization	No. of Representatives
MCA	2
Studio City Homeowners Association	1
Cahuenga Pass Homeowners Association	1
Lakeside Golf Club	1
Toluca Lake Homeowners Association	1
Toluca Estate Drive Homeowners Association	1
Toluca Lake Residents Association	1
Supervisor, 4th District	1
Councilmember, 3rd District	1
	10

8. Wind conditions are predictable to a large extent and should be factored into assessment and mitigation measures.

ATTACHMENT 5

Writer's Direct Line

August 13, 1997

Our File Number:

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012
Attention: Ms. Pamela Holt

Re: Revised Draft Universal City Specific Plan Ordinance and Draft Environmental Impact Report

Ladies and Gentlemen:

This firm represents the Toluca Lake Residents Association ("TLRA") in connection with the revised draft of the Universal City Specific Plan Ordinance (the "SPO") submitted by Universal Studios, Inc. ("Universal") to the County of Los Angeles (the "County") and the City of Los Angeles (the "City") for the proposed expansion of Universal City (the "Project").

TLRA greatly appreciates the efforts of Councilman Ferraro and Supervisor Yaroslavsky to rein in Universal's expansion plans and require Universal to pay some attention to the impacts of the Project on its neighbors. However, the revised SPO is virtually nonresponsive to the well-founded and voluminous concerns raised by TLRA and hundreds of others who commented on the first draft of the SPO, and simply ignores all of the proposed amendments to the SPO previously requested by TLRA. The revised SPO also fails to incorporate many of the most critical revisions suggested by Councilman Ferraro and Supervisor Yaroslavsky, including a prohibition on the expansion of the theme park, the completion of all traffic improvements prior to the commencement of the second phase of the Project, the meaningful reduction of height limits and the elimination of helicopters use.

In our January 21, 1997 letter to the County on behalf of TLRA (the "January 21 Letter"), we set forth nine pages of general and specific comments regarding the first draft of the SPO, which are attached as Exhibit 2 to that letter. The revised SPO does not incorporate any of the revisions proposed by TLRA. Universal does propose restrictions on "outdoor entertainment amplified sound", but the proposed standard is significantly weaker than the longstanding restrictions on amplified sound set forth in Sections 112.01 through 115.02 (the "City Noise

Ordinance") of the Los Angeles Municipal Code (the "LAMC"), in particular the restrictions set forth in Sections 112.01, 115.01 and 115.02. In addition, all amplified sound associated with production activities, as well as all other non-entertainment amplified sound, are exempt from the minimal restrictions. TLRA believes that the far weaker standard proposed by Universal will not effectively mitigate Universal's existing or future amplified sound. The revised SPO also fails to address many other non-amplified noise sources in Universal City which have plagued the surrounding community for years, in particular outdoor production activities and "special events".

TLRA is also extremely troubled by statements made by Universal representatives at the July 2 hearing that the Draft Environmental Impact Report (the "DEIR") should not be recirculated. The County has received voluminous written and oral testimony from well over 300 individuals and organizations regarding the numerous and fundamental flaws in the DEIR. In addition, TLRA and 11 other organizations have co-signed a May 28, 1997 letter to the County urging it in the strongest possible terms to revise and recirculate the DEIR (a copy of which is attached as Exhibit 2).

As set forth in 25 pages of analysis in the January 21 Letter, the DEIR's analysis of land use and noise impacts is wholly inadequate. The DEIR denied the very existence of Universal City's existing and future noise impacts and failed to recommend any standards or conditions which would effectively mitigate them. The DEIR also expressly refused to evaluate noise impacts associated with outdoor production activities, in violation of the California Environmental Quality Act ("CEQA").

Universal's attempt to curtail environmental review is particularly disturbing to TLRA because the DEIR does not include any discussion of amplified noise or any evaluation of Universal's proposed standard. Indeed, Universal conceded at the July 2 hearing that it has yet to prepare any technical analysis with respect to its proposed restrictions on amplified sound. It is apparently Universal's intent to submit that technical analysis in connection with the preparation of the Final EIR, which would preclude public input on an important and complex issue, rather than including that analysis in a recirculated DEIR, which would provide the public with a meaningful opportunity to review technical information that obviously should have been included in the DEIR in the first place. It is also difficult to understand how Universal representatives could state at the July 2 hearing that its proposed amplified sound restrictions will mitigate noise impacts when it has no technical analysis to support that conclusion.

Although the January 21 Letter included detailed comments on, and proposed revisions to, the original SPO, it appears that the County and City may have focused more on the analysis in that letter regarding the inadequacy of the DEIR. Therefore, the primary purpose of this letter is to state TLRA's specific objections and proposed modifications to the revised SPO.

Attached as Exhibit 1 is an outline which sets forth TLRA's goals with respect to the Project, requested revisions to the revised SPO and requested noise mitigation (the "SPO Revisions").[1] The balance of this letter highlights some of the more significant changes requested by TLRA in the SPO Revisions and the rationale for them, and ends with a brief discussion of why the County is legally required to revise and recirculate the DEIR.

It is disappointing, to say the least, that Universal chose to ignore virtually all of TLRA's concerns. The revised SPO still exempts up to 8,693,000 square feet of development from all discretionary review, it still exempts each specific project proposed by Universal from any environmental review under CEQA, it still proposes a single zone for all 415 acres of Universal City (pursuant to which 153 different permitted uses in the SPO can occur in almost any location in Universal City), it still fails to set forth even one specific, proposed project, it still includes an "Equivalency Matrix" which largely undermines the density restrictions with respect to each category of use, it still permits Universal to pay money in lieu of providing effective traffic mitigation for the Project, and it still ignores most, if not all, of TRLA's noise concerns.

Finally, based on comments at the July 2 hearing, it appears that Universal still seeks to enter into "Development Agreements" with the City and County, which presumably are intended to exempt Universal City from all future land use and zoning regulations adopted by the City and County during the term of the SPO. TRLA does not believe that any legitimate justification exists for such a wholesale exemption from future laws, particularly because Universal has not offered any public benefits in exchange for the Development Agreements, and cannot offer any public benefits beyond those that the City and County can already require in consideration of their approval of the SPO. TRLA is particularly concerned that the execution of Development Agreements would preclude the City and County from applying advances in noise technology and measurement to formulate ordinances which more effectively mitigate noise impacts.

TLRA still believes that Universal needs to make fundamental revisions to the SPO which take account of all existing and future noise impacts, require discretionary and environmental review for specific projects with potentially significant noise impacts, and provide the City and County with the ongoing authority to address Universal City's impact on the surrounding area over the next 14 years.

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1 The SPO Revisions attached as Exhibit 1 to this letter are based in large part on a similar document that is attached as Exhibit 2 to the January 21 Letter (which Universal simply ignored). Please note that the SPO Revisions differ somewhat from the revisions proposed in the January 21 Letter as a result of Universal's modifications to the first draft of the SPO.

I.SUMMARY

Against that background, TLRA has the following concerns with respect to the Revised SPO and the DEIR, each of which is discussed in detail below:

1.The SPO should be modified as set forth in Exhibit 1.

a. Universal City should be subject to the amplified sound restrictions in the City Noise Ordinance.

b. The entire Project should not be exempt from all discretionary review, CEQA review and future city and county laws for 14 years.

c. All entertainment and hotel uses should be subject to discretionary review.

i. There is no justification for the City's and County's execution of Development Agreements with Universal.

ii. The revised SPO improperly excludes significant development projects from any form of governmental review.

d. The revised SPO does not eliminate expansion of the theme park.

e. The proposed uses in the SPO should be substantially narrowed and confined to specified areas rather than permitted anywhere in Universal City.

f. The Height Districts and Height Exception Areas which most impact Toluca Lake and other surrounding neighborhoods remain unchanged.

g. The revised SPO does not eliminate helicopter uses.

h. Universal ignored all of the noise mitigation recommended by TLRA.

i. There is no limitation on the duration of the SPO.

j. The revised SPO still includes inappropriate construction hours.

k. Universal's expansion plans dramatically exceed the plans approved for other studio expansions in recent years.

2. The County is legally required to recirculate the DEIR.

II.THE REVISED SPO REQUIRES SUBSTANTIAL MODIFICATION

A.Universal City Should Be Subject To The Amplified Sound Restrictions In The City Noise Ordinance.

The most important modification to the SPO requested by TLRA is that the amplified sound restrictions in Sections 112.01, 115.01 and 115.02 of the City Noise Ordinance (which are attached at the end of Exhibit 1) apply to the entire Project. Section 112.01(b) prohibits any noise level caused by sound amplifying equipment which is audible (1) at a distance of 150 feet from the property line of the noise source or (2) within any residential zone or 500 feet thereof. Section 115.02(f) states further that sound emanating from sound amplifying equipment shall not be audible at a distance in excess of 200 feet from the sound equipment. It is particularly appropriate that these standards in the City Noise Ordinance apply to the Project because, although a substantial portion of Universal City is located in the County, virtually all of the residents and others affected by excessive noise from Universal City live in the City.[2]

Universal has repeatedly stated its intent to comply with the most restrictive provisions in the City and County Noise Ordinances. However, the new proposed "entertainment amplified sound requirements" set forth in Section 17 and Exhibit 13 of the SPO (the "Proposed Amplified Sound Standards") pale in comparison to the restrictions set forth in the City Noise Ordinance. Pursuant to Section 17 and Exhibit 13, outdoor entertainment-amplified sound of up to 95 dBA is permitted in the entire Entertainment District and the easterly portion of the Business Center District. In addition, outdoor entertainment-amplified sound of up to 85 dBA is permitted throughout the balance of the Business Center District and over the entire Studio District (other than a narrow strip of land at the northerly boundary of the Studio District).[3] Moreover, Section 17.B(1) states that the noise levels will be measured 50 feet from the noise source, rather than at the source, which effectively permits noise levels which exceed 95 and 85 dBA, respectively.

TLRA does not believe that the Proposed Amplified Sound Standards will mitigate the significant noise impacts associated with existing and future outdoor entertainment

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2 These amplified sound restrictions have been in place for many years. All of the provisions were adopted by the City Council in 1979 and 1982.

3 However, even in that northerly strip, (i) amplified sound of up to 85 dBA (measured 50 feet from the noise source) is permitted with respect to tram tours and (ii) amplified sound is permitted for instructional announcements with no dBA limitation.

attractions, CityWalk, special events and tram tours. According to the County Noise Element (at Figure N-1), noise levels in excess of 90 dBA creates physical discomfort and notes that the noise level at 95 dBA measured from 50 feet is equivalent to the noise from a freight train. The Proposed Amplified Sound Standards would permit noise levels in excess of 95 dBA in the Entertainment District, which is at a substantially higher elevation than Toluca Lake and other surrounding residential areas. It is difficult, if not impossible, to believe that amplified sound from Universal City will be inaudible to the surrounding community, particularly in Toluca Lake and at Lakeside Golf Club. At the July 2 hearing, Commissioner Feldman stated that Universal's forthcoming technical analysis of the Proposed Amplified Sound Standards should be subject to independent, third-party review. TLRA strongly agrees.

In addition, the Proposed Amplified Sound Standards include exceptions and restrictive language which substantially limits their effectiveness. First, and most important, Section 17.C(1) of the SPO exempts all production activities from the Proposed Amplified Sound Standards, notwithstanding the well-documented, disruptive impact of outdoor filming on the surrounding area.[4] Universal continues to press for this wholesale exemption despite the fact that it has not provided City, County or the public with any information regarding the noise impacts associated with outdoor production activities. The noise analysis in the DEIR is based on a noise model which expressly excluded all existing and future outdoor filming activities. As set forth in the January 21 Letter (pp. 20-21), the complete failure of the DEIR to consider the noise impacts associated with current and future outdoor production activities clearly violates CEQA.[5]

Second the Proposed Amplified Sound Standards only apply to "entertainment" amplified sound. SPO, § 17.B(1), p. 97:26. If the intent of the word "entertainment" is to exempt production activities, that is unacceptable (it is also unnecessary because production

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4 Attached as Exhibit 7 to the January 21 Letter are notices sent by MCA to surrounding residents between May, 1991 and December, 1996 in connection with 169 separate outdoor filming events. TLRA estimates that this represents only 60-70% of the notices sent to residents during that period. As reflected in the notices, in addition to all of the other Universal City noise, beleaguered residents have been routinely subjected to sirens, helicopters, explosions, gunshots, cannon blasts, crashing glass, car chases, fireworks, wind and wave machines and flares at all hours of the day and night.

5 Universal also improperly seeks to exempt all production activities from the minimal sound attenuation requirements set forth in Section 17.A of the revised SPO.

activities have been exempted pursuant to Section 17.C(1)). If the intent is to exempt other "non-entertainment" amplified sound, TLRA would like to know what Universal has in mind.

Third, the Proposed Amplified Sound Standard only applies to "outdoor" amplified sound. TLRA sees no reason why the standard should not be applicable to any amplified sound.

TLRA again requests that Section 17 of the SPO be amended to require full compliance with all of the amplified sound restrictions in the City Noise Ordinance, and that the notice restrictions set forth in Section 17 should apply to all activities in Universal City, particularly outdoor production.

B. The Entire Project Should Not Be Exempt From All Discretionary Review, CEQA Review And Future City And County Laws For 14 Years.

The central purposes of the SPO and the Development Agreements are to (i) permit several uses that are currently prohibited under City and County zoning, (ii) exempt the Project from virtually all of the numerous discretionary approval processes that would otherwise be applicable to many of the "permitted uses" in the SPO, (iii) exempt the Project from a significant number of other existing zoning restrictions, including all of the City Noise Ordinance and most of the County Noise Ordinance and (iv) apparently exempt the Project from all future land use and zoning regulations adopted by the City and County over the next 14 years. The January 21 Letter (pp. 9-19) includes a detailed discussion regarding TLRA's objections to the structure of the SPO. Those concerns are summarized and updated below.

1. All Entertainment And Hotel Uses Should Be Subject to Discretionary Review.

Currently, hotel uses are prohibited in most of Universal City and many other uses are subject to discretionary review. The SPO, if approved, would convert the prohibited hotel use into a permitted use which does not require any discretionary review and exempt virtually the entire Project from any further discretionary review, notwithstanding the absence of any concrete project in the SPO. SPO would also exempt all development in Universal City from a substantial number of other City and County development standards.

TLRA believes that all uses proposed in Universal City which are currently subject to one or more discretionary approval processes under either the LAMC or the Los Angeles County Code (the "LACC") should remain subject to those processes. At a minimum, a conditional use permit or similar discretionary approval should be required for any project with potentially significant noise impacts on adjacent residential and recreational areas, including all entertainment attractions and entertainment retail venues which are not fully enclosed, hotels and related uses, seasonal and temporary uses and other outdoor uses. Those uses are currently prohibited or subject to discretionary review precisely because there are generally incompatible

with surrounding uses and require review on a case-by-case basis. It was Universal's choice to pursue a specific plan which does not identify a single, specific project. Under those circumstances, the City and County should have the right to review these projects and determine whether they should be permitted at all and, if so, to fashioned project-specific mitigation measures. Equally important, the public should have an opportunity to review and comment on projects that may significantly affect the quality of their lives.

2. Universal Should Not Be Exempt From Project-Specific CEQA Review For 14 Years.

If the SPO exempts all future development from discretionary review, all proposed projects will also be exempt from any environmental review under CEQA, notwithstanding the absence of any concrete project in the SPO. As a result, the City and Council will have no ability to formulate or impose any project-specific mitigation measures in Universal City for the next 14 years. Obviously, the DEIR did not, and could not, evaluate any project-specific environmental impacts because the SPO did not propose any specific project. Indeed, the unprecedented "flexibility" in the SPO makes it impossible for the DEIR to even generally analyze the environmental impacts associated with the Project. Although the SPO divides Universal City into five commercial districts, the SPO proposes a single "UC-SP" zone for the entire site. This means that, notwithstanding the proposed Districts, any or all of the numerous permitted uses in the SPO can occur in almost any location in Universal City.

In the January 21 Letter, TLRA proposed, and continues to recommend, that a supplemental EIR be prepared upon the earlier of (a) the fifth anniversary of the adoption of the SPO or (b) the aggregate construction of 1,000,000 square feet of improvements in Universal City.[6] That process would be repeated in intervals during the life of the SPO. This "phasing" of the Project would ensure that CEQA review would take place at least every five years, which is the recognized "shelf life" of an EIR.

The phasing proposed by Universal does not require any further CEQA review. Rather, Sections 5.A(3) and (4) of the revised SPO states that Universal cannot develop more than 2,100,000 square feet of "additional" construction until all offsite traffic improvements required by the SPO "shall be constructed or suitably guaranteed". This phasing mechanism ignores all environmental impacts (including noise) associated with the Project, other than traffic. TLRA urges the County and City to include a phasing mechanism which requires

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6 As discussed below, this square footage threshold exceeds or roughly equals all of the new development permitted for the Fox and Sony Pictures studio expansions, respectively.

additional CEQA review with respect to noise, traffic and all other potentially significant environmental impacts.

Not only does the proposed phasing ignore TLRA's concerns, it falls well short of the minimal phasing requirements suggested by Supervisor Yaroslavsky and Councilman Ferraro. They wanted all traffic mitigation completed prior to commencement of the second phase of the project and a determination that all of Universal's traffic impacts had in fact been mitigated. However, the revised SPO does not even require completion of the traffic improvements, but only that they have been "suitably guaranteed". SPO, p. 30:18-19. This provision must be read in conjunction with Section 10.A(2)(a) of the SPO, which states that Universal may "provide a suitable guarantee" for any traffic improvement which is "infeasible" at the time Universal seeks a building permit for a specific project (p. 71:9-21), and Section 10.A(2)(b) of the SPO, which permits Universal to "suitably guarantee" its fair share portion of any regional traffic improvements which Universal is required to make a contribution (p. 71:22-27).

For several reasons, these provisions undermine the effectiveness of the minimal traffic phasing. First, they permit the commencement of the second phase of construction, in fact construction of the entire Project, before completion of the required traffic mitigation.[7] Second, they implicitly endorse the notion that some of the traffic mitigation may be "infeasible". However, pursuant to CEQA, the Project's significant traffic impacts can only be reduced to a level of insignificance by feasible traffic mitigation. Third, how can Universal "suitably guarantee" traffic improvements that are infeasible in the first place?[8] Fourth, with respect to

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7 County staff identified this concern in its June 26, 1997 Staff Report.

8 The revised SPO briefly addresses this issue, but in a wholly unsatisfactory manner. Section 10.A(3) states that, if any required improvement is determined to be infeasible by the General Manager of the City Department of Transportation, the General Manager may modify or substitute comparable traffic improvements. SPO, p. 72:6-10. However, the DEIR is supposed to identify all feasible traffic mitigation. What "comparable traffic improvements" have not been identified in the DEIR? Perhaps more important, this provision permits the substitution of traffic improvements without any CEQA or discretionary review by the City, which is unacceptable to TLRA and, we suspect, all of the other neighborhood organizations. Finally, this provision again assumes that some portion of the required traffic improvements are infeasible. The feasibility of the proposed traffic mitigation, including the bundles of traffic mitigation currently being evaluated as part of the Barham Cahuenga Corridor Improvement Study, should be

regional traffic improvements, it is possible that the applicable transportation authorities will never collect enough funds to carry out those improvement projects. Fifth, appropriate traffic mitigation cannot be determined until the EIR for the Barham Cahuenga Corridor Improvement Study has been completed.

The proposed phasing is further deficient because the 2,100,000 square foot "cap" on construction relates only to "additional" construction, and ignores the fact that Universal would also have the right to reconstruct any or all of the existing 5,436,000 square feet of improvements in Universal City. However, the construction and other impacts from those projects is just as real as the construction from "additional" development. Equally important, it is entirely possible that sites will be redeveloped with uses that have greater impacts than the preexisting uses. In particular, the noise impacts of a replacement entertainment attraction could well exceed those associated with the original attraction. The phasing program should take into account all future construction in Universal City.

TLRA again requests that the SPO include its recommended project phasing.

3. The Revised SPO Improperly Excludes Significant Development Projects From Any Form Of Governmental Review.

In lieu of any discretionary review for projects in Universal City, the SPO provides for a ministerial procedure called "Project Plan Compliance" for some future projects in Universal City. For the reasons set forth above, TLRA believes that the Project Plan Compliance procedure is highly inappropriate for a number of proposed permitted uses that are generally incompatible with residential and recreational uses, particularly given the lack of any concrete project in the SPO.

However, to add insult to injury, the revised SPO contains a list of 13 items which are exempt from the minimal Project Plan Compliance procedure and require no governmental review whatsoever. TLRA strenuously objects to several of those exceptions. First, the revised SPO includes a new and very confusing exemption which reads as follows: "Demolition. Replacement of existing demolished Floor Area shall be limited to the same use as that which was demolished." SPO, Section 6.A(3), p. 36:1-3. While this exemption is quite ambiguous, it appears to state that the reconstruction of any existing building is entirely exempt from any form of City or County review, as long as the new structure has the same general "use". That is entirely unacceptable to TLRA. Among other things, it entirely ignores construction impacts and

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determined prior to the adoption of the SPO or the issuance of any other Project permit or approval.

visual impacts, including negative aesthetic impacts relating to the configuration or increased density of the new development. Equally important, the fact that the replacement structure falls within the same general "use" does not necessarily mean that its operational impacts are the same. For example, if an entertainment attraction is demolished and replaced with another entertainment attraction, the new attraction may have noise and other impacts which significantly exceed those associated with the original structure. There is no legitimate justification for this exemption.

The SPO includes other exemptions for (a) a change of use of a building and (b) an increase of floor area by up to 5% or 50,000 additional square feet, whichever is less. SPO, Section 6.A(10), p. 34:13-21. As written, this exemption would permit new uses for an entire building without any review, ministerial or otherwise. In addition, exempting a 50,000 square foot addition from all review is overreaching, particularly since the City currently requires discretionary site plan review for any non-residential structure which exceeds 40,000 square feet.

The SPO also exempts Universal from limitations in the LAMC and LACC on the rehabilitation and reconstruction of buildings which suffer casualty damage. Again, no justification exists for that exemption.[9]

C. The Revised SPO Does Not Eliminate Expansion Of The Theme Park.

Supervisor Yaroslavsky and Councilman Ferraro also recommended that Universal eliminate further expansion of its entertainment attractions (i.e., theme park). Universal did not comply with that request. The revised SPO arguably reduces, but does not eliminate, the expansion of the theme park. The first draft of the SPO included an additional 1,138,000 square feet of additional "Entertainment Venue", while the revised SPO still permits an additional 388,000 square feet (a more than 50% increase over the existing 763,000 square feet of Entertainment Venue attractions).[10] In addition, the "Equivalency Matrix" included in the

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9 In addition, Temporary and Seasonal Uses should not be exempt from ministerial review (or discretionary review, if appropriate).

10 Given that the SPO does not include any specific projects and that the decrease in Entertainment Venue square footage is, therefore, a "paper" reduction, there is considerable sentiment among TLRA (and the other organizations opposed to the current framework of the SPO) that Universal asked for an exorbitant increase in square footage in the original SPO, and that the square footage requested in the revised SPO is what Universal wanted all along.

revised SPO permits the theme park to expand by far more than 388,000 square feet. SPO, Sections 5.A(2) and (5) and Table 3, pp. 28:22-24, 30:22-32:28. In particular, the revised SPO permits Universal to convert 820,000 square feet of existing and proposed additional "Entertainment Retail Venue" into an equivalent amount of Entertainment Venue attractions.[11] Under a worse case scenario, if full conversion took place, Universal could expand the existing theme park by 1,208,000 square feet (388,000 + 820,000), which is more than the 1,150,000 square feet of Entertainment Venue proposed by Universal in the original SPO. TLRA does not believe that this "eliminates" the theme park, as requested by Supervisor Yaroslavsky and Councilman Ferraro.

D. The Proposed Uses In The SPO Should Be Substantially Narrowed And Confined To Specified Areas, Rather Than Permitted Anywhere In Universal City.

The revised SPO sets forth 50 permitted uses, and incorporates 103 other permitted uses set forth in the LAMC (68) and the LACC (35). SPO, Section 7.I, pp. 52:11-57:16. This results in a total of 153 permitted uses anywhere in Universal City. A significant number of the proposed new uses will obviously have significant noise impacts on the surrounding area, including hotels and related recreational uses, outdoor arenas, outdoor entertainment attractions (including amusement rides, animal shows, displays, museums, aquariums, tours, exhibitions, assembly areas, pavilions and interactive and active play areas), outdoor entertainment shows which utilize sound amplification equipment, outdoor parades and street performer shows, outdoor temporary and seasonal uses, including circus and holiday festivals, and outdoor special effects.

The breath and vagueness of many of the permitted uses make it even more difficult to analyze or effectively mitigate future noise impacts. As one example, the revised SPO permits "uses which evolve as a result of development of technology or media . . .." SPO, p. 57:8-10. It is ironic that the SPO, if adopted, would provide Universal with the open-ended right to add new permitted uses which evolve through development of technology, but would preclude the City and County from taking advantage of new technologies that evolve over that same period which could more effectively mitigate the Project's noise and other impacts.

Exhibit 1 sets forth TLRA's general and specific recommendations on how the list of permitted uses should be modified. One of the most important general recommendations is to require various uses to be confined to specific areas, rather than permitting any use anywhere in

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11 Actually, the Equivalency Matrix would permit an additional 891,340 square feet of Entertainment Venue attractions, but conversion would be limited to 820,000 square feet because "Total Entertainment" square footage cannot exceed 1,971,000 square feet.

Universal City. A specific recommendation is to confine various outdoor attractions and events to specified areas which minimize potential noise impacts.

Two other proposed uses that deserve special attention are "Seasonal Uses" and "Temporary Uses". SPO, Section 4, pp. 23:27-28 and 26:17-19 and Section 7.I(42), p. 56:22-25. Temporary and Seasonal Uses are permitted uses in the SPO and include, but are not limited to, entertainment uses, skating rinks, circuses and holiday festivals, displays and activities which may be conducted indoors or outdoors. SPO, Section 7.I(42), p. 56:22-25. A Seasonal Use cannot exceed "a maximum of 100 consecutive days, within a twelve-month period." SPO, Section 4, p. 23:27-28. The inclusion of the words "maximum" and "consecutive" means that a Seasonal Use could occur up to 362 days each year. Similarly, Temporary Uses are permitted for "a maximum of 60 consecutive days, or 6 consecutive weekends, within a twelve-month period," which means that any given Temporary Use could occur up to 360 days each year. SPO, Section 4, p. 26:17-19.

TLRA has several concerns regarding these uses. First, they permit virtually any use for almost the entire year, in particular outdoor entertainment uses which potentially significant noise impacts. Second, not only is no discretionary approval required for any Temporary or Seasonal Use regardless of its potential noise impacts, they are even exempt from the ministerial Project Plan Compliance procedure. SPO, Section 6.A(3) p. 34:4. Third, Temporary and Seasonal Uses are exempt from the definition of "Floor Area" in the SPO, which in turn means that any structures built to accommodate Temporary and Seasonal Uses are exempt from the square footage limitations in the SPO. SPO, Section 4, p. 13:15-20.

E. The Height Districts And Height Exception Areas Which Most Impact Toluca Lake And Other Surrounding Neighborhoods Remain Unchanged.

Supervisor Yaroslavsky and Councilman Ferraro also requested reduced height limits. However, while the revised SPO does slightly reduce the height for certain areas in Universal City, the maximum heights for the entire Entertainment District and the elevated portion of the Hotel Overlay remain unchanged.[12] These height "limitations" in the revised SPO would permit the construction of buildings in the Entertainment District that exceed the height of any existing building in that District and exacerbate existing noise and visual impacts. In addition, the 820-foot limit for the northerly portion of the Hotel Overlay (in which no such tall structures currently exist) would permit the construction of structures with heights of up to

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12 These include 740/820 feet for the northerly portion of the Hotel Overlay (Height Exception Area 1), 820/850 feet for the southerly portion of the Hotel Overlay (Height Exception Area 2) and 840/890 feet for the Entertainment District (Height Exception Area 3).

180 feet above ground level (approximately 18 stories) in an area located near residential and recreational areas, most of which are at substantially lower ground elevations.[13]

In addition, the three Height Exception Areas include "Maximum Cumulative Floorplates" of 75,000 square feet (Height Exception Area 1), 5,000 square feet (Height Exception Area 2) and 250,000 square feet (Height Exception Area 3). SPO, Section 7.D, p. 43:1-10. One might think that those square footages represent the maximum number of square feet that can be constructed within the respective Height Exception Areas.

It is not, and the SPO makes it very difficult to figure out why. The "Maximum Cumulative Floorplate" for any Height Exception Area is defined as the maximum permitted cumulative "Floorplate" of the portions of structures located in that Height Exception Area. SPO, Section 4, p. 20:4-6. In turn, "Floorplate" is defined as the square footage of the largest single horizontal plane in the portion of a structure located in that Height Exception Area. SPO, Section 4, pp. 13:26-14:6 and 15. In other words, if five floors of a building are located in a Height Exception Area, the Floorplate is the square footage of the largest floor of the five floors. It is not the aggregate square footage of all five floors.

As a result, the additional square footage permitted in any of the three Height Exception Area is many times greater than the square footage described as the Maximum Cumulative Floorplate for that Height Exception Area. For example, the Maximum Cumulative Floorplate for Height Exception Area 3 (i.e., the Entertainment District) is 250,000 square feet. Since Height Exception Area 3 includes 50 feet of vertical space (840 feet to 890 feet), then assuming that five stories can be constructed within that 50 feet, the aggregate square footage that can actually be constructed within Height Exception Area 3 is actually 1,250,000 square feet (250,000 x 5).

TLRA believes that the height limits for the Entertainment District and Hotel Overlay should be substantially reduced to help mitigate potentially significant noise and visual impacts.

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13 It is also important to note that, since the SPO does not include a single, specific project, neither TLRA nor anyone else has any idea how the new or replacement structures will be configured. For example, the negative aesthetic impacts of the Project could dramatically increase if Universal decides (in its sole discretion) to cluster several tall buildings at higher elevations. For this reason alone, the maximum height limits should be lowered.

F. The Revised SPO Does Not Eliminate Helicopter Uses.

Supervisor Yaroslavsky and Councilman Ferraro also requested that Universal eliminate helicopter uses. In response, Universal eliminated Section 13 (Helicopter/Helistop Regulations) and the permitted use for "Helipad or Helistop" in the original SPO. However, in their place, Universal added two new permitted uses for "helicopter operations in conjunction with Production Activities" and "Helipads, as required by [County/City] Building Code or Fire Code for emergency purposes." SPO, Section 7.I(19 and 20), p. 55:1-4. While the use of helicopters for emergency purposes is acceptable, the use of helicopters in conjunction with "Production Activities" is not. The definition of "Production Activities" includes virtually every activity within Universal City (except perhaps entertainment attractions), including office uses and outdoor film production. SPO, Section 4, p. 22:7-22. This permitted use appears to give Universal far greater rights with respect to helicopter use than it had under Section 13 of the original SPO. TLRA strongly opposes this permitted use.

G. Universal Ignored All Of The Noise Mitigation Recommended By TLRA.

Aside from Universal's minimal noise standard for amplified sound, Universal has apparently rejected all of TLRA's other suggested noise mitigation. Among other things, TLRA requested that (1) the use of sound amplification equipment only be permitted between the hours of 9:00 a.m. and 8:00 p.m., (2) sirens, explosions, gunshots, operation of wind or wave machines and similar activities (usually associated with outdoor filming) only be permitted between the hours of 12:00 p.m. and 8:00 p.m., (3) outdoor music or entertainment shows or outdoor special events should be restricted to areas within the Entertainment District which have been specifically designed to minimize noise impacts on surrounding residential and recreational areas, and (4) outdoor amplified music should be prohibited in the CityWalk area.

In addition, TLRA continues to strongly recommend the creation of a community advisory group to review all noise complaints and, if and to the extent existing noise mitigation is inadequate, to recommend new or modified mitigation measures to the City and County for their consideration. TLRA continues to believe that the creation of this advisory group is essential to any serious effort to mitigate Universal City noise.

The formation of this advisory group is particularly important because Universal's self-policing efforts have been uniformly unsuccessful. For example, approximately five months ago, Universal unveiled the noise monitoring system that it had been promising its neighbors for over four years. However, Universal has refused to provide a detailed explanation of how the system works or to show TLRA or other neighborhood organizations the equipment which comprises the system. In any event, the noise monitoring system has been utterly ineffective and Universal City noise continues to severely impact local homeowners. A sampling of recent

correspondence from one of TLRA's members to Universal with respect to the noise monitoring system, which expressed the sentiment of the entire organization, is attached as Exhibit 2.[14]

TLRA believes that all of these restrictions are quite reasonable and it is understandably concerned that Universal failed to discuss any of these proposed mitigation measures with TLRA before revising the SPO.

H. There Is No Limitation On The Duration Of The SPO.

Councilman Ferraro and Supervisor Yaroslavsky also requested that Universal reduce the expiration date of the SPO from 2020 to 2010, and Universal apparently agreed to do so at the July 2 hearing. However, it appears that the revised SPO does not include any stated expiration date. The SPO should be amended to provide a specific expiration date in the year 2010.[15]

I. The Revised SPO Still Includes Inappropriate Construction Hours.

The revised SPO continues to state that Universal will be allowed to carry out construction activities, including the use of power driven drills, riveting machines or any other machine of equal or greater sound levels, between 7:00 a.m. and 9:00 p.m., Monday through Fridays, and 8:00 a.m. to 6:00 p.m. on Saturdays and national holidays. In addition, these limitations only apply "to activity within 300 feet of a residential property line." SPO, Appendix C, pp. C-2:16-C-3:7.

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14 Strangely, but perhaps not surprisingly, the DEIR does not include a single reference to the noise monitoring system or the barrage of complaints by residents over the past decade which led to the need for the monitoring system in the first place.

15 In any event, this is most likely another example of a "pre-planned" concession by Universal. Virtually none of the analysis in the DEIR extends beyond the year 2010. Instead, following the analysis of each environmental impact, the DEIR includes a short paragraph which effectively states that no additional analysis is required for the ten-year period between 2010 and 2020. See, e.g., DEIR, Volume 1, pp. 284, 355, 453, 548. If Universal ever had any serious intention of pursuing a 2020 expiration date for the SPO, the DEIR would have analyzed environmental impacts for the final 10 years. The fact that it did not indicates that Universal's concession was another "paper" reduction.

These provisions are generally consistent with City and County requirements (with two notable exceptions, as described below). However, TLRA believes that more restrictive construction hours are warranted here for several reasons (see Exhibit 1, Section C21, p. 9). First, Universal City is surrounded by Toluca Lake and other residential neighborhoods, and the residents who live there are already subjected to disruptive noise from many other Universal City sources during both daytime and evening hours. Second, it is anticipated that construction activity (and therefore construction noise) in Universal City will occur on a regular, if not continuous, basis over the next 14 years. Third, construction noise will be exacerbated because much of Universal's construction work will occur at higher elevations than the surrounding communities. Under these circumstances, Toluca Lake and other residents deserve some peace and quite during the evening and on weekends.

It should also be noted that Universal is seeking preferential treatment with respect to construction hours. Both the City and County prohibit construction work on any Sunday or before 8:00 a.m. or after 6:00 p.m. on any Saturday or national holiday within 500 feet of residential property. LAMC § 41.40; LACC § 12.12. However, the revised SPO reduces the 500-foot requirement to 300 feet, again with no justification. In addition, the County generally does not permit weekday construction work after 8:00 p.m. LACC § 12.12.[16]

J. Universal's Expansion Plans Dramatically Exceed The Plans Approved For Other Studio Expansions In Recent Years.

Over the past few years, several other motion picture studios have sought to expand their studio facilities. For example, in 1993, the City amended the Century City South Specific Plan to permit the expansion of Fox Studios. Also in 1993, Culver City approved an expansion plan for the Sony Pictures Studio. In 1995, the City of Burbank approved the expansion of Warner Bros. Studio. The rights sought by MCA pursuant to the Preliminary Specific Plan dramatically exceed those granted for the other studio expansions, in that (1) each of the previous studio expansions involved significantly less new development, (2) the permitted uses for the other studio expansions are generally limited to studio production facilities and office space, (3) none of the other studios is elevated above the surrounding residential and recreation areas, (4) the approval documents for the other studios specify limited, specific uses for each subarea, (5) with one minor exception, none of the other studios are exempt from any existing discretionary review process, (6) helicopter use at the other studios is prohibited, except

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16 In addition, the SPO provisions are ambiguously worded, with the result that there appears to be no limitation on construction activity which occurs more than 300 feet from residential property.

for emergency operations, and (7) the other studios are not exempt from any further CEQA review.

The expansion plans for the other studios includes the following elements:

a. Fox Studio.

i. Permits 771,000 gross square feet of net new development.

ii. The studio is divided into nine studio development areas, each of which has a maximum gross square footage.

iii. Permitted uses are generally limited to studio office use, studio production/post-production use and support uses.

iv. Prohibited uses include helicopter landings (except in emergencies) and retail and commercial office uses (with specified exceptions).

v. Phase 3 of the project (100,000 gross square feet of construction) is subject to discretionary approval and additional CEQA review.

b. Warner Bros. Studio.

i. Permits 1,880,000 square feet of net new development.

ii. The main lot of the studio is divided into four development areas, each of which has a maximum square footage.

iii. Permitted uses are generally limited to office buildings serving the media/entertainment industry, office buildings directly associated with studio operations and production facilities.

iv. Helicopter use is limited to emergency situations.

v. Recognizes that additional CEQA review is required for future discretionary approvals.

c. Sony Pictures Studio.

i. Permits 1,005,076 square feet of net new development.

ii. The studio is divided into six comprehensive plan design areas, and each design area has a maximum square footage.

iii. Permits a 15% square footage transfer between design areas.

iv. Permitted uses are limited to office and post-production, stage and support uses and a limited amount of retail use.

v. Subject to all existing discretionary review processes.

The revised SPO permits net new development (3,257,000 square feet) which dramatically exceeds the net new development allowed for any other studio expansion, and requests a range of uses which far exceeds the limited uses approved for the other studios. The same is true with respect to the contemplated expansions of the Disney, NBC and CBS studios.

III.THE COUNTY IS LEGALLY REQUIRED TO RECIRCULATE THE DEIR

The lead agency is required to recirculate a draft EIR where significant new information is added which shows that a feasible mitigation measure would clearly lessen the environmental impacts of the project, but which the project's proponents decline to adopt. Laurel Heights Improvement Assn. v. Regents of the University of Southern California, 6 Cal. 4th 1112, 1130 (1993). If the County proceeds to prepare a final EIR, that document must include disclosure of the City Noise Ordinance (which was not described or even referenced in the DEIR). It is abundantly clear that the application of the amplified sound restrictions in the City Noise Ordinance to Universal City is quite feasible. Indeed, those restrictions apply to every other property in the City of Los Angeles. If the City and County are unwilling to apply those amplified sound restrictions to the Project, then for that reason alone the DEIR must be recirculated.

The lead agency is also required to recirculate a draft EIR when it is "so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Mountain Lion Coalition v. Fish & Game Com., (1989) 214 Cal.App.3d 1043)." State CEQA Guidelines § 15008.5(a)(4). For the reasons set forth in the January 21 Letter, recirculation of the DEIR is required, at a minimum, with respect to the sections on land use and noise impacts. The DEIR concludes, based on wholly inadequate and misleading analysis, that the Project will not have any significant land use or noise impacts, notwithstanding overwhelming and uncontradicted evidence to the contrary. Among other things, the DEIR simply ignores existing, significant noise impacts associated with Universal City operations, including all amplified sound sources, outdoor production activities, CityWalk and special events. The DEIR seeks to deny the existence of these very significant environmental impacts, and time and time again fails to provide objective evidence and analysis, or in many cases any evidence or analysis at all, to support its conclusions that the Project will not have any significant noise or land use impacts. It appears that the intent of the DEIR was to deprive the public of any meaningful opportunity to comment on substantial, adverse environmental effects associated with this major expansion of Universal City.

IV. CONCLUSION

TLRA respectfully requests that the County and City amend the SPO to incorporate all of the SPO revisions summarized in Exhibit 1 and highlighted in this letter. Despite its rhetoric, it seems apparent that Universal has little interest in mitigating the existing or future impacts of Universal City on its neighbors. If Universal will not work in good faith with TLRA and the thousands of other residents whose lives have been, and will continue to be, significantly impacted by Universal City operations, it is incumbent upon the County and City to protect their fundamental interests.

Very truly yours,

Jack H. Rubens

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

LA2:LRE\LET\REZ\11065209.2
Enclosures
cc: Mr. Larry Friedman (w/encls.)
Honorable Zev Yaroslavsky,
Supervisor, 3rd District (w/encls.)
Honorable John Ferraro,
Councilman, 4th District (w/encls.)
Honorable Michael Antonovich,
Supervisor, 5th District (w/encls.)

bcc: Stephen C. Taylor, Esq. (w/encls.)

SPECIFIC PLAN MODIFICATION/NOISE MITIGATION

(August, 1997)

A. GOALS.

1. Require public and governmental review for projects in Universal City with potentially significant noise impacts.

2. Create and implement meaningful standards for measuring noise impacts on surrounding residential and recreational areas which will minimize existing and future noise impacts.

3. Devise appropriate noise mitigation which allows the reasonable use and expansion of Universal City, while minimizing noise impacts on the surrounding residential and recreational areas.

4. Implement a noise monitoring system which permits an immediate response to noise complaints and violation of noise standards.

B. CONCEPTUAL MODIFICATIONS TO PRELIMINARY SPECIFIC PLAN.

1. Universal City shall be subject to all of the standards set forth in the County Noise Ordinance and the City Noise Ordinance, including Sections 112.01, 115.01 and 115.02 of the City Noise Ordinance (copies of those provisions are attached). To the extent that the City Noise Ordinance and County Noise Ordinance include similar standards, but the standards in one Noise Ordinance are more restrictive, the standards in the more restrictive Noise Ordinance shall control. Outdoor filming and helicopter use shall not be exempt from those standards.

2. All development projects and uses proposed in Universal City which are currently subject to one or more discretionary approval processes under either the Los Angeles Municipal Code or the Los Angeles County Code shall remain subject to those processes.

3. A conditional use permit or similar discretionary approval shall be required for all projects with potentially significant noise impacts on adjacent residential and recreational areas, including the following:

a. All entertainment attractions.

b. Entertainment retail venues which are not fully enclosed.

c. Hotels and all related uses, including golf courses.

d. Seasonal and Temporary Uses.

e. Other outdoor uses.

4. The "Environmental Thresholds" will not apply to any use which requires discretionary approval.

5. Prohibited Uses.

a. Helicopter takeoffs and landings (except for emergencies).

b. Arenas and unenclosed amphitheater space.

6. Require permitted and conditionally permitted uses to be confined to specified areas (i.e., Districts or sub-Districts), rather than permitting any use anywhere in Universal City.

a. Outdoor uses, including amusement games or arcades, aquariums, museums, displays, art shows, galleries, parades and street performer shows, recreational activities, restaurants, retail uses, special events, temporary and seasonal uses, etc., should be limited to specified areas.

7. Modify the list of proposed uses to eliminate all vague, ambiguous, duplicative, incompatible and open-ended uses.

8. A supplemental EIR shall be prepared upon the earlier of (a) the fifth (5th) anniversary of the adoption of the SPO or (b) the aggregate construction (including redevelopment) of 1,000,000 square feet of improvements in Universal City. The City and County shall have the right to modify the SPO based on such environmental review. A new supplemental EIR shall thereafter be prepared upon the earlier of (a) the fifth (5th) anniversary of the certification of the previous supplemental EIR or (b) the construction (including redevelopment) of 1,000,000 square feet of improvements. This process shall continue throughout the life of the SPO. In addition, all traffic improvements required by the SPO shall be completed prior to the commencement of any development (including redevelopment) in excess of 2,000,000 square feet.

9. When the maximum square footage in the SPO is finalized, that should become the permanent maximum square footage permitted in Universal City.

C. SPECIFIC MODIFICATIONS TO PRELIMINARY SPECIFIC PLAN.

1. Why are numerous provisions or phrases in the revised SPO bracketed?

2. Section 2D. Delete the words "practical and" on line 3. Under CEQA, MCA must implement all "feasible" mitigation measures. The word "practical" is vague and has no defined meaning. (5:1-3)[17]

3. Section 3B. Taken literally, this provision would exempt Universal City from a multitude of City and County zoning provision and creates great potential for abuse. This provision should be modified to state that Universal City is not exempt from any City or County zoning requirement unless expressly stated in the SPO. (6:12-21)

4. Section 3C. These provisions should be deleted in their entirety. (6:23-7:13)

5. Section 4 (Definitions).

a. Arenas. Delete the definition of "Arena". (9:1-4)

b. Entertainment Attraction. Delete the word "Building" (it is already included in the definition of "Structure"). (11:22) The laundry list of Entertainment Attractions should be substantially narrowed and limited to specified uses. (11:26-12:3)

c. Environmental Thresholds. The Environmental Thresholds do not address all environmental impacts associated with a project (e.g., noise). Also, modify the definition of "Environmental Thresholds" to reflect that some uses are conditionally permitted or otherwise discretionary. (12:24-28)

d. Floor Area. Why are "Parking Structures" excluded from "Floor Area"? In addition, why does "Floor Area" exclude "Seasonal Use" and "Temporary Use" when those uses may occur virtually the entire year as currently defined? (13:17, 20)

e. Floorplate. Replace the phrase "largest single horizontal plane of a Building or Structure" with the phrase "portion of a Building or other Structure". (13:26-27) In addition, delete the last sentence. (14:1-5)

f. Production Activities. Delete "and any derivation or evolution of the foregoing". (22:21-22)

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17 All parenthetical references at the end of sections refer to pages and line numbers in the revised SPO.

g. Pyrotechnics. Delete this definition. (23:14-17)

h. Seasonal Use. On lines 27-28, replace the phrase "a maximum of 100 consecutive days" with the phrase "30 days". Please note that, in its current form, the inclusion of the word "maximum" would mean that Seasonal Use could occur 362 days each year. (23:27-28)

i. Special Events. On line 5, replace the phrase "including but not limited to" with ", which includes". (26:4-7)

j. Temporary Use. On line 18, replace the phrase "60 consecutive days, or 6 consecutive weekends" with the phrase "30 days, or 4 consecutive weekends". Please note that the proposed definition of Temporary Use would permit a Temporary Use 360 days each year. (26:17-19)

6. Section 5A(2) (Maximum Development Permitted). Eliminate any expansion of "Entertainment Venue". (28:15-29:13)

7. Sections 5A(3) and (4) (Phases of Development). Replace with the phasing provisions set forth in Section B.8, above.

8. Section 5A(5) (Equivalency Matrix). Modify the Equivalency Matrix to prohibit any conversion between Entertainment Venue and Entertainment Retail Venue. (30:22-32:28)

9. Section 5B. This provision (33:1-6) is equivalent to Section 3D (7:15-17). One of the provisions should be deleted.

10. Section 5C. In the first sentence of each paragraph, change "1-22" to "1-20". In addition, delete the second sentence in each paragraph. Any amendment to the SPO, including amendments to the Appendices, must be approved by the City Council and the Board of Supervisors, as the respective legislative bodies of the City and County. (33:8-17)

11. Section 6 (Project Plan Compliance). This Section will require a number of revisions to distinguish projects in Universal City that are subject to discretionary review. (33:19)

a. Section 6A(3). Delete this use. (34:1-3)

b. Section 6A(4). Delete this use. (34:4)

c. Section 6A(10). Amend lines 13-15 to read as follows: "(10) Interior or exterior remodeling of a Building, provided that any such remodeling does not:". On line 20, change "50,000" to "5,000". As written, this provision would permit new uses for an entire building without any review, ministerial or otherwise. In addition, exempting a 50,000 square foot addition from all review is overreaching, particularly given that the City currently requires

discretionary site plan review for any non-residential project which exceeds 40,000 square feet. (34:13-21)

d. Section 6A(12). Why should the rehabilitation or reconstruction of a non-conforming Building or Structure following a casualty be exempt from City and County requirements? (34:26-35:8)

e. Section 6B(3). This provision properly states that a Project Plan Compliance approval "does not in any way indicate compliance with other applicable provisions of the LACC/LAMC." (35:24-28) However, that provision contradicts Section 3B (6:12-21), which states that where the Specific Plan contains provisions "which are different from, more restrictive or more permissive than would otherwise be allowed" under the City and County Zoning Codes, "the Specific Plan shall prevail and supersede that applicable provision."

f. Section 6B(5)(b)(ii). The numerous defects in this provision are discussed in the January 21 Letter on page 13, footnote 11. (37:8-14)

g. Section 6B(6). What is the time period for the Planning Commission to review an application for Project Plan Compliance if an application is transferred to it? (37:25-28)

h. Section 6B(7). The public should have the same right to request an administrative clarification as Universal. (38:1-19)

i. Section 6B(8). A Project Plan Compliance should expire one year from the date of issuance, and no extension should be permitted. (38:22-39:5)

12. Section 7A(2) (Primary Uses By District). The permitted, conditionally permitted and prohibited uses in each District should be expressly stated. (39:15-40:6)

13. Section 7A(2)(c). Delete the word "Arenas". (40:14)

14. Sections 7C and D (Height Limitations). The Height Limits and Height Exception Areas for the Entertainment District and Hotel Overlay should be substantially reduced. (42-45)

15. Section 7I (Permitted Uses). All permitted and conditionally permitted uses should be expressly set forth in the SPO, rather than incorporating many of those uses from the City and County zoning codes. (52:11-17) In addition to the general comments and proposed revisions set forth above and in the body of the letter, TLRA requests the following specific revisions with respect to permitted uses (52:18-57:16)

a. Section 7I(10). All design, construction and manufacturing activities which utilize machinery should occur in enclosed structures. (54:3-9)

b. Section 7I(19). Delete permitted use for helicopter operations in its entirety. (55:1-2)

c. Section 7I(28). Delete permitted use for parades and street performer shows in its entirety. (55:19)

d. Section 7I(31). Clarification is required here to ensure that the broad definition of "Production Activities" does not result in permitted uses which are incompatible with the surrounding area. (55:22)

e. Section 7I(33). Delete the permitted use for pyrotechnics in its entirety. (55:24-26)

f. Section 7I(40). Delete second sentence of the Section. "Special Events" is already defined in Section 4 (26:4). In addition, the location of special events should be limited to specified areas which minimize noise impacts. (56:14-16)

g. Section 7I(38). On lines 22 and 23, replace the phrase "including but not limited to" with the phrase "which includes". On lines 23 and 24, delete the phrase "circuses and holiday festivals,". (56:22-25)

h. Section 7I(44). This section should be deleted in its entirety. "Uses which evolve as a result of development of technology or media" is far too vague and would permit MCA to add any number of new permitted uses over the years that are currently beyond the contemplation of anyone, including MCA. (57:8-10)

16. Section 10A (Traffic Improvement Requirements). All of the provisions in Section 10 should be subject to the requirement of completing all of the required traffic improvements prior to the commencement of construction which exceeds, in the aggregate, 2,000,000 square feet. (70:22-72:10)

a. Section 10A(1). On line 26, replace the phrase "Plan Compliance Determination" with the phrase "Project Plan Compliance". In addition, it should be noted that the Department of Transportation's discretionary right to assign traffic improvements to a specific project indicates that the Project Plan Compliance procedure is in fact discretionary and requires CEQA review. This makes sense because the Department of Transportation can only determine which traffic improvements should be required for a particular project by conducting a traffic analysis. (70:25-71:8)

b. Section 10A(2)(a). Delete the second and final sentence in its entirety. The required traffic improvements should all be feasible. (71:15-21)

c. Section 10A(2)(b). Universal should not be permitted to proceed with specific projects merely by "guaranteeing" regional traffic improvements. (71:22-27)

d. Section 10A(3). Taken to its extreme, this Section would permit the Department of Transportation to replace all of the existing traffic improvements with "comparable traffic improvements". The Department of Transportation should not have the right to modify or substitute "comparable traffic improvements" without CEQA review and public participation. In addition, if one or more of the required traffic improvements is infeasible, that should be determined prior to adoption of the SPO. (72:6-10)

17. Section 17 (Sound Attenuation Requirements). Modify Section 17 as set forth in Section B.1, above. In addition, the determination of compliance with the general requirements set forth in Section 17A should be permitted with respect to any affected site, and should not be limited to the nine arbitrary receptor locations shown on Exhibit 12 of the SPO. (97:19-98:21, 101)

18. Section 18 (Annual Report). The Annual Report should include detailed information regarding noise impacts of Universal City on the surrounding area, including a detailed summary of all noise complaints made during the previous year and how MCA responded. In addition, does the reference on line 7 to the "Planning Commission" mean both the City and County Planning Commissions? (103:1-14)

19. Section 19 (Interpretation). Any member of the public should have the right to seek an interpretation of the SPO, and to appeal that interpretation to the Regional Planning Commission/City Planning Commission. (103:16-25)

20. Appendix B (Environmental Thresholds). Add a new Section F for "Noise" which requires all projects subject to Project Plan Compliance to comply with Section 17 of the SPO (as modified pursuant to Section B1, above).

21. Appendix C (Construction Guidelines). Amend Construction Guidelines A and B to permit outdoor construction activity only between 7:00 a.m. and 6:00 p.m., Monday through Friday, except holidays. (C-2:20-C-3:7)

D. CONDITIONS TO APPROVAL OF SPECIFIC PLAN.

1. MCA's new noise monitoring system, which was created in cooperation with Councilman Ferraro's office, should be fully described in the DEIR and its effectiveness tested as part of the EIR process. If effective, operating and staffing rules should be imposed as conditions to the approval of the SPO.

2. Waterworld and any other existing or future entertainment or theme park attraction which utilizes any amplified sound or explosions or which is otherwise reasonably likely to violate any restrictions in the Noise Ordinances shall be enclosed.

3. The outdoor use of sound amplification equipment and sirens, explosions, gunshots, operation of wind or wave machines and similar activities within the boundaries of Universal City shall also be subject to the following restrictions:

a. No amplified sound shall violate the standards and restrictions set forth in the City Noise Ordinance.

b. The use of sound amplification equipment shall only be permitted between the hours of 9:00 a.m. and 8:00 p.m.

c. Sirens, explosions, gunshots, operation of wind or wave machines and similar activities shall only be permitted between the hours of 12 p.m. and 8 p.m.

d. All sound amplification equipment shall be owned by MCA and shall be designed not to be audible at a distance in excess of 200 feet from the equipment or 150 feet from the boundary of Universal City, whichever is closer.

e. Any outdoor music or entertainment shows or outdoor special events which utilize sound amplification equipment shall be restricted to areas within the Entertainment District which have been specifically designed to minimize noise impacts on the surrounding residential and recreational areas. At a minimum, permanent speaker systems shall be installed in those areas which orient sound away from the surrounding residential and recreational areas and utilize surrounding structures to buffer those areas from all noise associated with the show or event. In addition, MCA sound engineers shall be present throughout any such show or event to measure and manage all noise associated with that show or event.

4. MCA shall be required to utilize any noise cancellation technology which is effective in mitigating noise impacts associated with existing operations at Universal City. In addition, use of noise cancellation technology shall be required as a condition to (a) the approval of any proposed entertainment attraction or other project within the Entertainment District and (b) future special events and other outdoor activities, if and to the extent such technology can materially reduce the noise impacts associated with that project, event or activity.

5. No outdoor amplified music shall be permitted in the CityWalk area.

6. MCA shall fund the creation and operation of a community advisory group for the duration of the Specific Plan which meets monthly (a) to review all noise complaints and how MCA responded and (b) if and to the extent the existing noise mitigation is inadequate, to recommend new or modified mitigation measures to the City and County for their consideration. Any recommended mitigation measures may relate to the Specific Plan and/or individual discretionary permits and approval. Any such mitigation measures approved by the City and County with respect to the Specific Plan shall be applied to all applicable existing and future development in Universal City.

The noise advisory group would consist of 11 members, selected as follows:

Organization	No. of Representatives
MCA	2
Studio City Homeowners Association	1
Cahuenga Pass Homeowners Association	1
Lakeside Golf Club	1
Toluca Lake Homeowners Association	1
Toluca Estate Drive Homeowners Association	1
Toluca Lake Residents Association	1
Hollywood Knolls Community Club	1
Supervisor, 3rd District	1
Councilmember, 4th District	1
	11

7. Wind conditions are predictable to a large extent and should be factored into assessment and mitigation measures.

ATTACHMENT 6

Writer's Direct Line

November 17, 1997

Our File Number:

BY MESSENGER

County of Los Angeles
Regional Planning Commission
320 West Temple Street
Los Angeles, California 90012
Attention: Ms. Pamela Holt,
Assistant Administrator

City of Los Angeles
City Planning Department
221 South Figueroa Street, Room 310
Los Angeles, California 90012
Attention: Mr. Larry Friedman,
Hearing Officer

Re: Response to Analyses of OEAS Regulations for Universal City Specific Plan by Veneklasen Associates/Mestre Greve Associates

Ladies and Gentlemen:

As you know, this firm represents the Toluca Lake Residents Association ("TLRA") in connection with the proposed expansion of Universal City (the "Project").

The purpose of this letter is to comment on (1) the Acoustical Analysis of Outdoor Entertainment Amplified Sound Limitations for Universal City dated September 1997, prepared by Universal's noise consultant, Veneklasen Associates (the "Veneklasen Report"), and (2) the Acoustical Review of Universal City's "Outdoor Entertainment Amplified Sound Limitations" dated November 3, 1997, prepared by the County's noise consultant, Mestre Greve Associates (the "Mestre Greve Report"). Both of those reports analyze the proposed Outdoor Entertainment Amplified Sound Regulations (the "OEAS Regulations") proposed by Universal Studios, Inc. ("Universal") in the current draft of the proposed Universal City Specific Plan Ordinance (the "SPO"). We will also briefly discuss certain comments regarding the Veneklasen Report and the Mestre Greve Report set forth in the Joint Staff Report dated November 6, 1997 (the "November 6 Staff Report").

Attached as Exhibit 1 to this letter is a report prepared by Ultrasystems Environmental Incorporated ("Ultrasystems") dated November 14, 1997 (the "Ultrasystems Report"). Ultrasystems prepared its report on behalf of Lakeside Golf Club, which has worked closely with TLRA over the past year to address the various noise impacts associated with Universal City. As set forth in the Ultrasystems Report, Ultrasystems has significant concerns regarding the effectiveness of the proposed OEAS Regulations and the analytic

modeling utilized by Veneklasen. TLRA concurs with Ultrasystems' analysis and urges the City and County to carefully review the Ultrasystems Report. For the sake of brevity, we will not restate Ultrasystems' more technical comments, and will instead focus on the larger noise issues.

At the outset, however, we emphasize that, over the past several months, Universal, the County and the City have developed a significant amount of new information regarding the existing and future environmental impacts associated with Universal City's operational noise sources, none of which was included in the DEIR, despite the fact that those noise sources represent one of the Project's most significant environmental impacts.[1] As a result, it appears that the County does not intend to respond in writing to public comments regarding that information and analysis. In addition, because the County Planning Commission has closed the public hearing, the public has had no opportunity to orally comment on any of this information. This process (or lack thereof) has stifled any meaningful public participation with respect to Project's most significant noise impacts.

This course of events is particularly disturbing because, as discussed in our prior letters, (1) the DEIR completely ignores the impact of Universal City's existing operational noise sources on the surrounding area, (2) the DEIR does not include any significance threshold for determining whether the Project's operational noise impacts will be significant, (3) the "UC Noise Model" which forms the basis for the noise analysis in the DEIR intentionally excluded all noise associated with outdoor film production and special events in Universal City, and (4) the DEIR includes no credible mitigation with respect to operational noise sources. The result is a CEQA shell game in which the CEQA document (i.e., the DEIR) did not include any information regarding Project's operational noise impact, thus precluding any meaningful public review, while the subsequent and only noise analysis on this issue is unlawfully insulated from CEQA review.

This process clearly violates CEQA. We once again urge County to revise the DEIR in a manner which allows the public and decisionmakers to intelligently take account Project's operational noise impacts, and to recirculate that document. TLRA also respectfully requests the opportunity to speak on these issues at the November 19 hearing.

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1 Those noise impacts include a variety of amplified and impulsive sounds, including voices, crowd noise, live music, sirens, helicopters, explosions, cannon blasts, crashing glass, car chases, fireworks and other pyrotechnic displays, wind and wave machines and flares, which are generated by entertainment attractions, tram tours, CityWalk events, special events and outdoor film production.

I.SUMMARY

TLRA has the following responses and recommendations, each of which is discussed in detail below:

1.Require empirical noise testing to verify that the OEAS Regulations will effectively mitigate amplified and impulsive noise from Universal City or, if necessary, reduce the maximum decibel levels currently set forth in the OEAS Regulations.

2. Require Universal to provide baseline data regarding the existing noise impacts associated with operational noise sources in Universal City.

3. Revise the noise section of the DEIR to evaluate noise impacts associated with outdoor film production and special events.

4. Prohibit the use of amplified or impulsive sound between 8:00 p.m. and 9:00 a.m.

5. Apply the OEAS Regulations to outdoor film production.

6. Noise measurements to enforce the OEAS Regulations should be taken at both 50 and 100 feet. The OEAS Regulations should include maximum decibel levels at 100 feet, which should be 6 dBA lower than the maximum decibel levels at 50 feet.

7. Incorporate the noise mitigation recommended in the September 11 Staff Report (except as otherwise discussed in this letter).

8. Significantly strengthen the enforcement measures in the SPO to address what happens if the OEAS Regulations do not work, how residents can obtain immediate relief in the event of future violations and what happens if Universal is nonresponsive to legitimate noise complaints. Those procedures should include the creation of a community advisory committee. Universal should also be prohibited from obtaining building permits if it fails to comply with the OEAS Regulations or those regulations are ineffective.

9. At a minimum, Universal should be required to comply with the most restrictive construction hour and noise requirements in the City and County codes.

10. The L50 standard in the SPO should be reduced to 45 dBA between the hours of 10:00 p.m. and 7:00 a.m.

11. The SPO should include an Lmax of 65 dBA with respect to impulsive noise.

12. The existing trams should be retrofitted within one year following the adoption of the SPO.

13. The DEIR should be modified to provide an adequate noise analysis and then recirculated.

II.ANALYSIS

A.Neither The Veneklasen Report Nor The Mestre Greve Report Is Supported By Any Credible Empirical Or Baseline Data.

The threshold issue facing TLRA and thousands of other residents is whether the OEAS Regulations, a decibel-based standard, is an adequate substitute for the restrictions on amplified sound set forth in the City Noise Ordinance, which prohibits amplified sound that is audible (1) at a distance of 150 feet from the property line of the noise source, (2) within any residential zone or 500 feet thereof or (3) at a distance in excess of 200 feet from the sound equipment. The Veneklasen Report (at p. 7) and the Mestre Greve Report (at pp. 15-16) state that the City's restrictions on amplified sound provide limited protection for the surrounding communities because "audibility" is subjective and does not provide objective and measurable criteria for enforcement.

Obviously, that is untrue. The City's amplified sound restrictions have been applied throughout the City of Los Angeles for the past 18 years. To the extent that individuals have slightly different opinions regarding the"audibility" of amplified sound, it would be far simpler to devise an audibility standard than to create a complicated decibel-based standard like the OEAS Regulations (see Ultrasystems Report at pp. 8-9). We emphasize that the audibility standards in the City Noise Ordinance are based on the City's recognition that amplified sound is qualitatively different from other noise sources and, if audible, can severely impact residential neighborhoods and recreational areas.

The Veneklasen Report apparently assumes (at p. 1) that amplified sound from Universal City will be undetectable in a given neighborhood as long as the amplified sound is consistent with the measured ambient noise level in that community. However, that is simply untrue. As discussed in some detail in the Ultrasystems Report (at pp. 5-6, 8), amplified sound (as well as impulsive sound such as pyrotechnic displays and gunshots) are unusual and dissimilar from sounds normally associated with an urban area, and can therefore be audible

and objectionable even if the amplified or impulsive sounds are 20 dBA lower than the ambient noise level.

Notwithstanding TLRA's strong belief that the City Noise Ordinance would provide far more protection than a decibel-based standard and would be much easier to enforce, TLRA recognizes that a decibel-based standard may be workable, if the appropriate maximum decibel levels are selected so that amplified and impulsive sounds are undetectable in the surrounding neighborhoods. However, as discussed in the Ultrasystems Report (at pp. 3-4), neither Veneklasen nor Mestre Greve did any meaningful empirical testing to demonstrate that the proposed OEAS Regulations would effectively mitigate Universal City noise sources. Instead, the analysis in the Veneklasen Report is based almost entirely on the application of the "UC Noise Model" previously developed by Veneklasen to analyze the Project's noise impacts.[2]

TLRA and other residents had assumed that the Veneklasen Report would determine whether the OEAS Regulations effectively mitigated amplified noise sources in Universal City, including entertainment attractions, CityWalk activities, special events, trams and outdoor film production, by measuring the actual, existing decibel levels associated with

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2 With respect to this issue, County staff has included a "Note" in the November 6 Staff Report (at p. 12) which states that, according to Veneklasen (Universal's noise consultant), since the original noise measurements for the DEIR were done randomly at different times and dates, Veneklasen "believes that it is reasonable to conclude that production activities were included in the noise baseline." That is absurd. It is manifestly unreasonable to conclude that 24-hour noise measurements included representative noise from outdoor film production because (1) given the number of outdoor filming events that occur at Universal City in any given year, it is extremely unlikely that the 24-hour noise measurements at more than 1 or 2 of the 23 receptor sites picked up noise from outdoor filming and (2) even if outdoor filming occurred during a 24-hour monitoring period, the production noise would be minimal or undetectable if there was no line-of-site between the filing activity and the applicable receptor site. More important, even if Veneklasen's contention was accurate, Veneklasen would have no way to differentiate film production noise from any other amplified or impulsive sounds that occurred during any given 24-hour measurement period because, as recognized in the Mestre Greve Report (at p. 5), the noise monitoring equipment was left unattended during the measuring periods. As a result, the baseline noise measurements provide no basis for testing the effectiveness of the OEAS Regulations on noise from outdoor production activities.

those noise sources at the 23 receptor sites identified for the original noise analysis in the DEIR. It was also assumed that, at a minimum, the Veneklasen Report would compare the maximum decibel levels permitted at the 23 receptor sites pursuant to the OEAS Regulations with the current decibel levels at those receptor sites relating to amplified and impulsive sounds. Without that data, residents cannot possibly have any assurance that the OEAS Regulations will be effective at all, or at what decibel levels they would be effective. It is entirely possible that, in the absence of credible baseline data to the contrary, the OEAS Regulations would permit amplified and impulsive sounds which exceed current decibel levels.

The Ultrasystems Report also points outs (at pp. 2-3) that the Veneklasen Report failed to include any information regarding the existing noise levels associated with amplified and impulsive noise sources in Universal City. Without that information, there is no way of knowing whether the OEAS Regulations will actually improve the existing noise environment.

No legitimate justification exists for not providing this empirical and baseline data. TLRA urges the County and City to require this information from Universal. As Ultrasystems has pointed out, for many reasons actual conditions may very greatly from the generalized assumptions incorporated into that model. In this case, it was unnecessary for the Veneklasen Report to rely solely on computer modeling because all of the noise sources in question are already operating at Universal City. Given the critical nature of this issue, TLRA believes it is extremely important that TLRA's or Lakeside's noise consultant actively participate in the empirical noise test.

RECOMMENDATION: Require Universal's noise consultant to provide baseline data regarding the existing noise impacts associated with operational noise sources in Universal City. In additional, empirical noise testing should be conducted to determine whether the OEAS Regulations will effectively mitigate those noise sources and, if not, the maximum decibel levels in the OEAS Regulations should be reduced. TLRA's or Lakeside's noise consultant should actively participate in that testing or be permitted to conduct its own testing.

B. TLRA Agrees That The OEAS Regulations Should Be Expanded To Include All Operational Noise Sources In Universal City.

The Veneklasen Report (at p. 29), the Mestre Greve Report (at pp. 13-14) and the November 6 Staff Report (at p. 16) all recommend that, if adopted, the OEAS Regulations be expanded to apply to all operational noise sources in Universal City relating to outdoor entertainment, live bands, Universal City shows, theatrical pyrotechnics, special events, commercial/retail activities, tram operations and thrill rides.

RECOMMENDATION: TLRA agrees with those recommendations.

C. TLRA Agrees That The Noise Impacts Associated With Outdoor Production Activities And Special Events Must Be Analyzed In The DEIR To Determine Whether The OEAS Regulations Provide Adequate Mitigation For This Activities.

The Mestre Greve Report confirms TLRA's analysis that the DEIR completely failed to analyze existing and future noise impacts associated with outdoor film production and special events in Universal City (at pp. 7-10). The Mestre Greve Report also seriously questions, as TLRA and others have, the veracity of Universal's claim that film production noise levels "will not change with the buildout of the Specific Plan," (at pp. 7-8). Mestre Greve recommended that a "thorough analysis of movie production activities should be included" in the DEIR "so that the effect of the OEAS Regulations on the total noise environment is better understood."

Unfortunately, the summary of this analysis in the November 6 Staff Report (at p. 12) is somewhat misleading. First, the summary states that "further analysis and clarification" is necessary with respect to film production noise, when in fact Mestre Greve concluded that the DEIR contains no such analysis. Second, the "Note" following the summary uncritically states Universal's position, while ignoring Mestre Greve's express analysis to the contrary (which is almost identical to TLRA's prior analysis submitted to the County). As noted in the Mestre Greve Report (at pp. 7-8), the SPO contemplates a significant increase in overall production activity, and it is quite reasonable to assume that outdoor filming will proportionally increase. The Ultrasystems Report makes the same point (at p. 7).

Notwithstanding the complete failure of the DEIR to analyze noise impact associated with outdoor filming, the City Hearing Officer has taken a stab at formulating a mitigation measure. This mitigation measure would prohibit impulsive noises relating to outdoor film production between midnight and 5:00 a.m. during the winter and 1:00 a.m. to 5:00 a.m. during the summer within the Greenscape District, Interim Use Overlay Area and along the northerly boundary of Universal City (see p. 17).

While TLRA appreciates the City Hearing Officer's acknowledgment that noise mitigation is required with respect to outdoor filming, the proposed mitigation measure is inadequate for many reasons. First, if the generation of impulsive noise is inappropriate between midnight and 5:00 a.m., why would it be any more appropriate during other nighttime hours? Most people go to sleep before midnight and wake up after 5:00 a.m. The surrounding residences are entitled to some peace and quite during the evening and while they sleep. TLRA has previously recommended, and continues to recommend, that all impulsive

noises, whether related to film production or other activities at Universal City, be permitted only between the hours of 9:00 a.m. and 8:00 p.m.

Second, the proposed mitigation measure excludes amplified sound, which is often used in connection with outdoor film production. TLRA is unaware of any justification for distinguishing between those two categories of noise. TLRA continues to recommend that the use of sound amplification equipment should only be permitted between the hours of 9:00 a.m. and 8:00 p.m.

Third, the mitigation measure is limited to discrete portions of Universal City and will provide little benefit to Toluca Lake residents. Any limitation on noise associated without outdoor filming should apply throughout Universal City.

The Mestre Greve Report (at pp. 9-10) also confirms that the DEIR utterly failed to analyze the noise impacts associated with special events at Universal City. This is a significant omission because many of the residents' complaints over the years have focused on noise from special events, which Universal has never been able to control effectively. For some reason, however, the November 6 Staff Report failed to summarize Mestre Greve's conclusion that the DEIR failed to analyze noise impacts associated with special events.

Mestre Greve also repeatedly states in its report that it cannot determine the effectiveness of the OEAS Regulations with respect to outdoor filming and special events due to the absence of any baseline environmental analysis in the DEIR (see pp. 8, 9, 10, 11, 15). However, without explanation, the November 6 Staff Report simply ignores all of Mestre Greve's recommendations with respect to this issue.

RECOMMENDATION: TLRA agrees with Mestre Greve's analysis and once again requests that the County revise the noise section of the DEIR to properly evaluate all existing and potential noise impacts associated with the Project and to recirculate the document, as required by CEQA. If noise impacts associated with outdoor production incrementally contribute to a significant noise impact (which is certainly the case here), the OEAS Regulations should be applied to outdoor film production and special events. In addition, the use of amplified or impulsive sound in connection with outdoor film production and other activities at Universal City should be prohibited between the hours of 8:00 p.m. and 9:00 a.m.

D. TLRA Agrees That Noise Measurements Should Be Made At Both 50 Feet and 100 Feet From The Noise Source.

The Mestre Greve Report cogently argues (at pp. 13-14) that compliance with the proposed OEAS Regulations cannot be determined solely by noise measurements at

50 feet from the applicable noise sources, and recommends an additional measurement at 100 feet. The Ultrasystems Report raises this same concern (at pp. 4-5). The November 6 Staff Report also adopts this recommendation (at p. 16).

However, the Mestre Greve Report misses a crucial point. As discussed in the Ultrasystems Report (at p. 9), the maximum decibel levels at 100 feet should be 6 dBA lower than the corresponding maximum decibel levels at 50 feet that are currently set forth in the OEAS Regulations. This is because the noise model used in the Veneklasen Report assumes that the rate of noise decrease from a point source will be at least 6 dBA per doubling of distance. Since 100 feet "doubles" 50 feet, the maximum decibel levels should be reduced by 6 dBA at 100 feet.

RECOMMENDATION: Noise measurements should be taken at both 50 and 100 feet. If a decibel-based system is utilized, once the maximum decibel levels at 50 feet have been determined, the maximum decibel levels at 100 feet should be 6 dBA lower.

E. The SPO Should Include Significantly Stronger Enforcement Measures Than Recommended In The Noise Reports.

Assuming that Universal can demonstrate through empirical testing and comparison to baseline data that the OEAS Regulations are workable and can be applied to all operational noise sources in Universal City, it is essential that the SPO include an effective enforcement program. Surprisingly, the Proposed Enforcement Program included in the Veneklasen Report (Attachment E) includes many of the elements rejected by County and City staff in their Joint Staff Report dated September 11, 1997 (the "September 11 Staff Report"). TLRA concurs that Universal's proposed enforcement program will be ineffective.

The recommendations for enforcement set forth in the Mestre Greve Report (at p. 16) and the November 6 Staff Report (at p. 16) are helpful. The September 11 Staff Report also includes a number of staff recommendations which should be approved (for some reason, those recommendations are not incorporated into the November 6 Staff Report, but they should be). A copy of those recommendations is attached as Exhibit 3.

Unfortunately, Mestre Greve's and the Staffs' enforcement recommendations do not address the three issues of greatest concern to TLRA and the other surrounding communities, as follows: (1) What if the OEAS Regulations do not work?; (2) Assuming that the OEAS Regulations do work, how do residents obtain immediate relief if Universal, whether intentionally or unintentionally, violates those regulations?; and (3) What happens if Universal is nonresponsive to legitimate noise complaints?

With respect to the first issue, the Mestre Greve Report recommend (at p. 16), and County and City staff concur (at p. 16), that if the goal of the OEAS Regulations is to limit amplified and impulsive sounds to levels consistent with ambient community levels is not attained, then modifications to the OEAS Regulations should be required. There are two very significant problems with that requirement. First, the issue is not whether amplified and other operational noise in Universal City is consistent with the ambient noise levels in surrounding communities. As discussed in the Ultrasystems Report (at pp. 5-6, 8), amplified and impulsive sounds can significantly impact residential neighborhoods even if they do not exceed ambient levels. The real issue is whether the OEAS Regulations will effectively mitigate the existing and future noise problems that have plagued local residents for the past decade. Second, if the OEAS Regulations prove to be ineffective, definitive procedures should be set forth in the SPO for the modification of the OEAS Regulations, and, if necessary, the modification of other provisions in the SPO.

With respect to the second issue, both Mestre Greve and staff recommend random testing by a third-party professional. That is fine as far as it goes. However, that provides no immediate relief to residents if the OEAS Regulations do not work or are not followed by Universal. That is particularly true since the random testing apparently will only take place a few times each year. Residents in the surrounding area must have a mechanism for obtaining immediate relief if the existing noise problems persist or worsen. Strangely, notwithstanding that earlier this year Universal unveiled its long-awaited monitoring system, neither Universal, the County, the City nor their respective consultants have proposed any type of monitoring system that might provide short-term relief. While it is painfully obvious that Universal's current monitoring system does not work, that should not foreclose discussion of an effective monitoring system.

With respect to the third issue, the SPO does not include any enforcement provisions for violations of the OEAS Regulations. It is our understanding that the current draft of the SPO was supposed to prohibit the issuance of any further building permits in Universal City if Universal does not comply with the OEAS Regulations (or otherwise fails to comply with requirements of the SPO), but that restriction does not appear to be set forth anywhere in the SPO.

Since January, 1997, TLRA has proposed the creation of a community advisory committee to address all three of these issues (see Exhibit 2). Given the ineffectiveness of Universal's mitigation efforts in the past, TLRA (as well as Lakeside and all of the neighborhood organizations set forth in Exhibit 2) believe the establishment of an advisory committee is essential to effective noise mitigation. The central focus of the advisory committee would be to receive and consider noise complaints, work with Universal

to alleviate noise problems and, if necessary, recommend modifications to the OEAS Regulations and other noise standards set forth in the SPO. Unfortunately, neither County nor City staff has ever responded to this recommendation nor indicated any reason why it should not be incorporated into the SPO.

RECOMMENDATION: The SPO should be modified to incorporate enforcement procedures that address what happens if the OEAS Regulations do not work, the manner in which residents can obtain immediate relief if the OEAS Regulations are not followed, and what happens if Universal fails to respond to legitimate noise complaints. The establishment of the creation of a community advisory committee should be an integral part of those procedures. Universal should also be prohibited from obtaining building permits if it fails to comply with the OEAS Regulations or those regulations are ineffective. TLRA welcomes the opportunity to jointly discuss these issues with City and County staff and Universal's representatives.

F. At A Minimum, Universal Should Be Required To Comply With The Most Restrictive Construction Hour And Noise Requirements In The County and City Codes.

TLRA is simply at a loss to understand the various proposals made by Universal over the past few months with respect to construction hours and noise. It was originally TLRA's understanding that Universal would agree to be bound by the more restrictive limitations on constructions hours and noise set forth in the City and County codes (just as Universal originally stated that it should be subject to County Noise Ordinance with respect to operational noise because (according to Universal) the County Noise Ordinance is more restrictive than the City Noise Ordinance). In that case, (1) grading and construction would be prohibited between 7:00 p.m. and 7:00 a.m. on weekdays and anytime on Sundays or holidays, if the sound creates a noise disturbance across a residential or commercial property line (County Noise Ordinance), (2) grading and construction activities would be absolutely prohibited between 6:00 p.m. and 8:00 a.m. on any Saturday or national holiday, and at any time on any Sunday (City Noise Ordinance), and (3) grading and construction activities would be subject to various maximum decibel levels for mobile and stationary construction equipment (County Noise Ordinance).

Instead, Universal has repeatedly sought to exempt itself from most of these restrictions. Initially, County staff largely rejected Universal's position (see the September 11 Staff Report at pp. 7-8). However, in the November 6 Staff Report (at pp. 14-15), while staff recommends somewhat more restrictive requirements that those currently proposed by Universal, they now apparently support more significant deviations from the County and City Noise Ordinances than they did two months ago.

This is simply unacceptable to TLRA. At an absolute minimum, Universal should be required to comply with the more restrictive provisions of the City and County codes, as briefly discussed above. Once again, there is no legitimate justification for exempting Universal from any of the County and City restrictions.

To the contrary, as set forth in our previous letters, there is ample justification for imposing greater restrictions on grading and construction hours. First, Universal City is surrounded by Toluca Lake and other residential neighborhoods, and the residents who live there are already subject to disruptive noise from many other Universal City sources during both daytime and evening hours. Second, it is anticipated that construction activity (and therefore construction noise) in Universal City will occur on a regular, if not continuous, basis over the next 15 years. Third, construction noise will be exacerbated because Universal's construction work will regularly occur at higher elevations than the surrounding communities.

The Mestre Greve Report also concludes that, if Mestre Greve's recommended mitigation measures are imposed, Project will not have any significant construction impacts. Mestre Greve's conclusion is flawed for several reasons. First, the primary mitigation measure recommended by Mestre Greve is compliance with the County Noise Ordinance. However, as discussed above, both Universal and County staff are suggesting substantial deviations from the construction hour noise restrictions in the County Noise Ordinance. Second, the mere fact that the proposed Project complies with zoning requirements does not mean that it has no potential to cause significant impacts. See Oro Fino Goldmining Corp. v. County of El Dorado, 225 Cal. App. 3d 872, 881-82 (1990) (the court rejected the contention that project noise levels would be insignificant simply because they were consistent with the applicable general plan standard). Third, Mestre Greve had no basis for drawing this conclusion because they were not provided with (and therefore did not review) the Construction Management and Mitigation Plan proposed by Universal (see Mestre Greve Report at p. 10). TLRA maintains that the Project will have enormous construction impacts which will not be mitigated by the minimal conditions proposed by Universal or recommended in the November 6 Staff Report.

RECOMMENDATION: For the reasons set forth above, TLRA strongly recommends that grading and construction be prohibited on weekends and holidays and that Universal otherwise be required to comply with the more restrictive limitations on construction hours and noise set forth in the City and County codes.

G. Both Mestre Greve and Ultrasystems Have Noted Significant Flaws With Respect To The Maximum L50 And Lmax Decibel Levels Set Forth In Section 17A of the SPO.

Section 17A of the SPO states that no sound sources within Universal City can exceed an L50 of 50 dBA or an Lmax of 70 dBA. Both Mestre Greve and Ultrasystems have noted several significant concerns with respect to these standards.

First, the L50 limitation of 50 dBA supposedly represents the maximum noise level permitted in residential areas under the County Noise Ordinance. However, as noted in the Ultrasystems Report (at p. 7), the maximum decibel level for residential properties is 50 dBA only during daytime hours (between 7:00 a.m. and 10:00 p.m.). The maximum decibel level during nighttime hours (between 10:00 p.m. and 7:00 a.m.) is only 45 dBA. TLRA has repeatedly raised this issue since last January, but has never received any response as to why this limitation has not been included in the SPO. Section 17A should be modified to include the 45 dBA limitation between 10:00 p.m. and 7:00 a.m.

Second, the Mestre Greve Report (at pp. 5-6) notes that, pursuant to Section 12.08.410 of the County Noise Ordinance, the Lmax for impulsive noise should be reduced by 5 dBA (70 dBA to 65 dBA). It is unclear whether the November 6 Staff Report recommends that modification to Section 17A of the SPO. Once again, there is no reason why Universal should be exempt from that requirement, particularly given the variety of impulsive sounds that emanate from Universal City.

RECOMMENDATION: Reduce the L50 standard to 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. in Section 17A of the SPO. In addition, add an Lmax of 65 dBA with respect to impulsive noise.

H. The Existing Trams Should Be Retrofitted Immediately.

Staff recommends that all existing trams in Universal City be retrofitted with directional speakers systems within five years following the adoption of the SPO. However, TLRA sees no reason why that retrofitting could not occur immediately, particularly since Councilman Ferraro first raised this issue more than 2 1/2 years ago in April, 1995 (see November 6 Staff Report at p. 17).

RECOMMENDATION: Require the retrofit of all existing trams within one year following the adoption of the SPO.

I. TLRA Has Recommended Several Additional Noise Mitigation Measures.

In our January 21, 1997 letter to the County, we attached a lengthy Exhibit which set forth a substantial number of general and specific comments on the first draft of the SPO and recommended a series of noise mitigation measures. Following the release of the

second draft of the SPO, that Exhibit was slightly modified and attached as Exhibit 1 to our August 13, 1997 letter to the County.

TLRA appreciates that City and County staff have reviewed those provisions and have already suggested certain noise mitigation which incorporates, to some degree, several of TLRA's recommendations. We also understand that City and County staff are preparing a series of technical revisions to the SPO which will address other concerns raised by TLRA.

TLRA urges the Planning Commission and City Officer to carefully review the recommendations in the August 13 letter and provide direction to staff regarding those modifications and mitigation measures which they believe should be incorporated in the SPO. TLRA anticipates further comments on the next draft of the SPO.

III. CONCLUSION

TLRA respectfully requests that the County and City pursue the recommendations in this letter and Exhibit 1 to our August 13 letter.

Very truly yours,

Jack H. Rubens

for SHEPPARD, MULLIN, RICHTER & HAMPTON **LP**

LA2:LRE\LET\REZ\11084381.2
Enclosures
cc: Honorable Zev Yaroslavsky,
Supervisor, 3rd District (w/encls.) (BY MESSENGER)
Honorable John Ferraro,
Councilman, 4th District (w/encls.) (BY MESSENGER)
Honorable Michael Antonovich,
Supervisor, 5th District (w/encls.) (BY MESSENGER)

bcc: Mr. J. Patrick Garner (w/encls.) (BY FEDERAL EXPRESS)
Mr. Robert J. Salvaria (w/encls) (BY FEDERAL EXPRESS)
Mr. Richard Nahas (w/encls.) (BY FEDERAL EXPRESS)
Stephen C. Taylor, Esq. (w/encls.)

ATTACHMENT 7

SHEPPARD, MULLIN, RICHTER & HAMPTON LLP
A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS
ATTORNEYS AT LAW
FORTY-EIGHTH FLOOR
333 SOUTH HOPE STREET
LOS ANGELES, CALIFORNIA 90071-1448
TELEPHONE (213) 620-1780
FACSIMILE (213) 620-1398

WRITER'S DIRECT LINE
(213) 617-4216

OUR FILE NUMBER
REZ-58434

March 17, 1998

BY FACSIMILE AND U.S. MAIL

County of Los Angeles
Regional Planning Commission
320 West Temple Street
Los Angeles, California 90012
Attention: Ms. Pamela Holt,
Assistant Administrator

City of Los Angeles
City Planning Department
221 South Figueroa Street, Room 310
Los Angeles, California 90012
Attention: Mr. Larry Friedman,
Hearing Officer

Re: Universal City Specific Plan -
Proposals for Enforcement of Noise Restrictions

Ladies and Gentlemen:

As you know, this firm represents the Toluca Lake Residents Association ("TLRA") in connection with the proposed expansion of Universal City.

In our November 17, 1997 letter to you (at pages 11-13), we discussed the need for more comprehensive enforcement procedures than those recommended by Universal and County and City staff with respect to the noise standards eventually included in the proposed Universal Specific Plan Ordinance (the "SPO"). In that letter, we identified the three issues of greatest concern to TLRA and the other surrounding communities, as follows: (1) What if the proposed Universal's proposed noise regulations do not work?; (2) Assuming that Universal's decibel-based noise regulations can be made effective, how do residents obtain immediate relief if Universal, whether intentionally or unintentionally, violates those regulations?; and (3) What happens if Universal is nonresponsive to legitimate noise complaints?

While our November 17 letter discusses some important elements of an effective enforcement program, we thought it would be helpful to propose a full range of proposed enforcement procedures. Therefore, enclosed for your review is a

proposed Noise Enforcement Outline, which is an amalgamation of various procedures recommended by County and City staff, the City Planning Commission, TLRA, Ultrasystems Environmental Incorporated (on behalf of Lakeside Golf Club) and others over the past year.

It is TLRA's hope that the Noise Enforcement Outline will serve as the foundation for joint discussions among Universal, the County, the City and TLRA to devise meaningful and equitable noise enforcement procedures.

We hereby request that you include a copy of the Noise Enforcement Outline in the packet that you deliver to each County Regional Planning Commissioner in connection with the March 23 hearing.

If you have any questions, please feel free to call me.

Very truly yours,

Jack H. Rubens

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

LA2:LRE\LET\REZ\11105916.1
Enclosure
cc: Honorable Zev Yaroslavsky,
Supervisor, 3rd District
Honorable John Ferraro,
Councilman, 4th District
Honorable Michael Antonovich,
Supervisor, 5th District
Mr. J. Patrick Garner
Mr. Richard Nahas
George J. Mihlsten, Esq.

3/13/98 DRAFT

NOISE ENFORCEMENT OUTLINE

1. Noise Monitoring System. Universal will develop an effective noise monitoring system. The requirements set forth below for the noise monitoring system will be included in the Specific Plan Ordinance ("SPO") and the President of Universal Studios, Inc. ("Universal") will be responsible for overseeing compliance with these requirements.

   a. The system will be manned by onsite Noise Compliance Officers employed by Universal, who will be trained professionals authorized to respond to noise complaints and take corrective action.

   b. Universal will maintain a 24-hour hotline to permit direct contact with the Noise Compliance Officer.

   c. Universal will maintain a written log of all noise complaints received from the hotline or otherwise, the identity of the person who called (including the address and phone number of that person), the time each complaint was received, the action taken to resolve it, the time required to take such action, and the date and time when the complaining party was informed of such action.

   d. Universal shall respond to all community noise complaints in a timely and effective manner, as determined by the City and County.

   e. If the source of the noise complaint is active at the time Universal receives notice of the complaint, then Universal shall respond to the complaint as soon as possible by terminating the activity causing the noise or otherwise reducing the noise to a level that complies with all of the noise standards in the SPO (the "Noise Standards"). Universal will advise the complaining party of the action taken by Universal.

   f. Whether or not the source of the noise complaint has terminated at the time Universal receives notice, Universal shall, as soon as practical, analyze the activity that caused the noise, determine if any Noise Standard was violated and, if so, devise mitigation measures to ensure that such activity will not

violate the Noise Standards in the future. Universal shall keep the complaining party informed as to Universal's progress in resolving the noise issue.

g. A Universal sound engineer will be present throughout any outdoor music or entertainment show, special event or film production which involves amplified or impulsive noise to ensure compliance with the Noise Standards. The sound engineer shall be responsible for insuring compliance with all Noise Standards.

h. If Universal fails to respond in a satisfactory manner to any noise complaint, residents shall have the option of calling members of the City and County planning staffs specifically designated to receive and respond to Universal noise complaints.

2. County/City Independent Noise Consultant. The City and County planning departments shall jointly select a fully qualified, independent noise consultant (the "Universal Consultant") to undertake the monitoring and review set forth below, at Universal's expense, for the duration of the SPO. The Universal Consultant shall be a person who by education, training and experience is fully qualified to undertake the work for which the Universal Consultant is retained and who has no conflict of interest with Universal.

a. In order to verify compliance with all of the noise standards in the SPO, the Universal Consultant shall monitor Universal noise sources on an unannounced, random basis.

i. The Universal Consultant shall conduct unannounced, random noise monitoring at least four times each year at not less than eight locations, at least four of which shall be located onsite and at least four of which shall be located offsite.

ii. Each noise measurement shall be attended and shall be conducted for a minimum of four hours. The hours selected for each set of noise measurements shall be designed to coincide with peak noise activity at Universal City with respect to amplified and impulsive noise sources.

iii. Each set of offsite noise measurements shall include Receptors S and __ described in the DEIR.

iv. Each set of unannounced, random noise measurements shall be designed to confirm that all operational noise sources in Universal City, particularly entertainment attractions, special events, outdoor film production, trams and other amplified/impulsive noise sources, comply with all of the Noise Standards.

v. /////In conducting its noise measurements, the Universal Consultant shall use an instrument meeting American National Standard Institute's Standard S.4-1971 for Type 1 or Type 2 sound level meters.///// All monitoring equipment shall be field calibrated prior to use on any monitoring day. All monitoring equipment shall receive yearly re-certification through a program established through its manufacturer.

b. The Universal Consultant shall review all applications for projects subject to Project Plan Compliance review to determine whether the proposed project will comply with all of the Noise Standards. In addition, prior to commencing operation of any project, the Universal Consultant shall conduct onsite and offsite noise measurements of the project's peak operational noise level to confirm that the project is in full compliance with all of the Noise Standards. Following that testing, the Universal Consultant shall attest in writing that the project complies with all of the Noise Standards or, if the project does not comply, set forth specific mitigation measures that will ensure full compliance with the Noise Standards. Any such mitigation measures will be imposed on the project.

c. Universal shall provide to the Universal Consultant all information necessary for the Universal Consultant to conduct the noise measurements, and prepare the reports, described in subsections a. and b., above. Among other things, Universal shall provide the Universal Consultant with an advance schedule of all events in Universal City that involve amplified or impulsive noise sources, including the location, date and time of such activities. This information shall be provided to the Universal Noise Consultant at least 15 days prior to the applicable activity.

d. The Universal Consultant shall set forth in writing the results of each set of noise measurements taken pursuant to subsection a. and b., above, including all noise measurement data and the analysis used to determine compliance with all of the Noise Standards. The Universal Consultant shall expressly state whether Universal is in compliance with all of the Noise Standards.

Each such report will also include a qualitative assessment of any measured amplified and impulsive noise on the surrounding communities. The Universal Consultant shall concurrently deliver copies of that information to Universal, the City, the County and the NAC (as defined below).

e. If the Universal Consultant determines, based on its noise measurements, that any existing or proposed noise source in Universal City does not or will not comply with any of the Noise Standards, the Universal Consultant shall identify mitigation measures (including project redesign) that will ensure full compliance with the Noise Standards and include those mitigation measures in its written report. Any mitigation measure that do not involve the construction or alteration of physical improvements shall be implemented within 30 days after the Universal Consultant identifies the mitigation measure. Any mitigation measure that involves the construction or alteration of physical improvements shall be implemented within 90 days after the Universal Consultant identifies the mitigation measure. Additional noise mitigation may include, but is not limited to, the following:

   i. Additional vertical barriers placed around and/or above the noise source.

   ii. Limits on amplifier power if the reference noise level at the mixing booth exceeds the threshold necessary to comply with all of the Noise Standards (to be determined by the Universal Consultant and verified by the NAC Consultant).

   iii. Modified speaker design or placement that better focuses sound energy and reduces side lobe energy losses.

   iv. Noise cancellation techniques using separate out-of-phase speakers outside the attraction or event.

   v. Any form of new technology (as it becomes available) that will achieve compliance with the Noise Standards.

f. In addition to the written reports described above, each year the Universal Consultant shall prepare a report which summarizes all noise data collected during the previous year and sets forth the Universal Consultant's recommendations, if any, with respect to (i) additional noise mitigation that will bring construction and/or operational activities into compliance with

the Noise Standards and/or (ii) proposed modifications to any of the Noise Standards. The Universal Consultant shall submit that report to the City and County concurrently with Universal's submission of its Annual Report.

g. At the request of the NAC (as defined below), the Universal Consultant will attend specified NAC meetings.

3. Noise Advisory Committee. Universal shall fund the creation and operation of a Noise Advisory Committee (the "NAC") for the duration of the SPO which meets on a bi-monthly basis. The purposes of the NAC will be to (i) provide oversight to ensure that all Universal noise sources comply with the Noise Standards, and that the Noise Standards are sufficient to eliminate noise nuisance potential in the surrounding communities, and (ii) make recommendations to the City and County regarding noise issues. The NAC shall consist of 10 members, comprised of the following (each organization shall select its own representative):

Organization	No. of Representatives
Universal	1
Studio City Homeowners Association	1
Cahuenga Pass Homeowners Association	1
Lakeside Golf Club	1
Toluca Lake Homeowners Association	1
Toluca Estate Drive Homeowners Association	1
Toluca Lake Residents Association	1
Hollywood Knolls Community Club	1
Supervisor, 3rd District	1
Councilmember, 4th District	1
	10

The NAC will operate as follows:

a. The NAC will review the noise complaints set forth in the logs maintained by Universal with respect to its noise monitoring system, and how Universal responded. Universal will provide copies of those logs for the preceding two calendar months not less than ten (10) days prior to each bi-monthly meeting. Universal will maintain the original logs for the duration of the SPO. The NAC will also review all written reports prepared by the Universal Consultant described above.

b. Universal shall provide to the NAC the same information regarding Universal City activities that it provides to the Universal Consultant pursuant to Section 2.c, above.

c. Universal shall provide funding for the NAC to retain its own independent noise consultant (the "NAC Consultant"), and shall provide accommodations for NAC meetings. The funding provided by Universal shall permit the NAC Consultant to perform not less than 100 hours of work at an hourly rate that does not exceed the hourly rate charged by the Universal Consultant. The NAC Consultant shall be a person who by education, training and experience is fully qualified to undertake the work for which the NAC Consultant is retained and who has no conflict of interest with Universal.

d. Under the direction of the NAC, the NAC Consultant will work to maximize compliance with the Noise Standards, verify that the monitoring program described above provides meaningful and relevant data and determine whether the Noise Standards are sufficient to minimize Universal City's noise impacts on the surrounding communities.

e. As requested by the NAC, the NAC Consultant shall review and evaluate all materials provided to the NAC and the organizations and individuals that comprise the NAC, and attend the NAC's bi-monthly meetings.

f. If the NAC determines that Universal has not responded in a satisfactory manner to any noise complaint(s), and/or that any of the Noise Standards are inadequate, the NAC shall make written recommendations to the County and the City regarding (i) the manner in which Universal should respond to similar noise complaints in the future, (ii) additional noise mitigation required to achieve compliance with the Noise Standards and (iii) any proposed revisions to the Noise Standards. The NAC's recommendations may include, but are not limited to, recommendations that Universal enclose or redesign a noise source which violates any of the Noise Standards or otherwise creates noise nuisance potential. These written recommendations shall be considered by the County and City in conjunction with each Annual Report submitted by Universal.

g. Universal shall provide reasonable access to Universal City and information concerning the construction and operation of onsite noise sources necessary for the NAC to perform its functions.

4. Annual Report.

a. The County and City shall consider the reports submitted by the Universal Consultant and the NAC in conjunction with each Annual Report.

b. The County/City shall provide the Universal Consultant and the NAC with a draft copy of each Annual Report. The NAC shall have the right to review and comment on each draft Annual Report and submit those comments to the County/City, which comments will be attached to the Annual Report. In addition, the City/County shall direct the Universal Consultant, on an as-needed basis, to audit one or more Annual Reports, as determined by the _____.

c. If administrative action is determined necessary to ensure compliance with the Noise Standards, the City Council and County Board of Supervisors shall have the authority to require the Director of Planning (City and County) to withhold further issuance of Project Plan Compliance approvals and building permits until corrective measures undertaken by Universal are reviewed by the City/County Regional Planning Commission and approved by the City Council/County Board of Supervisors.

d. The SPO will include detailed procedures for the revision of the Noise Standards by the City Council/Board of Supervisors in the event that one or more of the Noise Standards are insufficient to eliminate noise and nuisance potential in the surrounding communities.

ATTACHMENT 8

UNIVERSAL

LIGHTS !!

CAMERA !!

ACTION !!

Date: January 28, 2011

To: Universal City Neighbors

On Monday, January 31st through Friday, February 4th, 2011 between the hours of 6:00 pm and 6:00 am, the following backlot production activities are planned at the New York St sets:

Production Lights
Gunshots
Explosions
Wind Machines
Fire Effects

We are working with the production to lessen the impact where possible.

We at Universal are renewing our commitment to communicate efficiently and effectively with our community. To that end we are moving to a new process to communicate with you regarding Universal Studios production activity. Send e-mail to UniversalStudios.Production@nbcuni.com. In the subject line add PRODUCTION NOTIFICATION and you will be added to a database to receive these notifications electronically. Your e-mail address will only be used to communicate with you regarding production activities, other specific activity at Universal Studios and community events.

If you have any questions or concerns, please call the Universal Studios Community Hotline number at (818) 622-2995.

Thank you for your cooperation.

ATTACHMENT 9

COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

Bureau of Toxicology & Environmental Assessment
CYRUS RANGAN, M.D., F.A.A.P., A.C.M.T., Director
695 South Vermont Avenue, South Tower-14th Floor
Los Angeles, California 90005
TEL (213) 738-3220 • FAX (213) 252-4503

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Gloria Molina
First District

Mark Ridley-Thomas
Second District

Zev Yaroslavsky
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

January 28, 2011

Dear Community Members,

In response to a request from the Office of Supervisor Yaroslavsky, the Los Angeles Department of Public Health conducted a noise monitoring evaluation at NBC Universal Studios and the surrounding areas on the period of Friday, November 12 and Saturday, November 13, 2010 as dictated by the Noise Ordinance. This evaluation focused on community noise associated with the "Water World" attraction and the "Halloween Horror Nights" event at Universal Studios, Universal City. The monitoring was done specifically to: (1) Assess the noise impact by the Universal Studios "Water World" attraction and "Halloween Horror Nights" event on residential properties located in the Toluca Lake area and on a commercial property located at Lakeside Golf Club; and (2) Determine compliance with the County of Los Angeles Noise Ordinance.

The attached report includes the Notice of Violation addressed to NBC Universal Studios, in addition to detailed findings the noise monitoring evaluation. For the time periods monitored, the "Water World" attraction was found to be in compliance with the County Noise Ordinance section 12.08.390 of the Los Angeles County Code, Title 12. In addition, the "Halloween Horror Nights" event was found to exceed the noise standards for the Los Angeles County Noise Ordinance Title 12.

The Department has directed Universal Studios to take appropriate action to ensure that future operations of the "Halloween Horror Nights" event are in compliance with the Noise Ordinance. In addition, the Department will work with Universal Studios in an effort to reduce the levels of community noise emanating from the operations of the studio and entertainment park.

The Department recognizes the need for a continuing compliance monitoring program at the studios and in adjoining residential areas, and will work with the studios and community members to effect such a program. This will include monitoring during times when the community has expressed concerns about heightened noise impacts to the community, such as during certain adverse weather conditions and during the summer months.

If you have any further questions, please contact Cole Landowski, Head of the Environmental Hygiene Program, at (626) 430-5440.

Sincerely,

Cyrus Rangan MD FAAP ACMT

Cyrus Rangan, M.D., F.A.A.P., A.C.M.T.
Director of Bureau of Toxicology & Environmental Assessment

CR:rr
12837

Attachments

cc: Ben Saltsman
Jonathan Fielding
Jonathan Freedman
Maxanne Hatch
Angelo Bellomo

COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JONATHAN E. FREEDMAN
Chief Deputy Director

ANGELO J. BELLOMO, REHS
Director of Environmental Health

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CYRUS RANGAN, M.D., F.A.A.P., A.C.M.T., Director
695 South Vermont Avenue, South Tower-14th Floor
Los Angeles, California 90005
TEL (213) 738-3220 • FAX (213) 252-4503

www.publichealth.lacounty.gov

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January 26, 2011

NOTICE OF VIOLATION

NBC Universal Studios
E. Mark Lyum, Senior Vice President
West Coast Real Estate/Facilities
100 Universal City Plaza
Universal City, CA 91608

SUBJECT: VIOLATION OF THE LOS ANGELES COUNTY CODE, TITLE 12, ENVIRONMENTAL PROTECTION NOISE CONTROL ORDINANCE. INTRUSIVE NOISE SOURCE LOCATED AT UNIVERSAL STUDIOS, HALLOWEEN HORROR NIGHTS EVENT.

You are hereby advised that the subject event exceeded the exterior noise standards as found in section 12.08.390 of the Los Angeles County Code, Title 12, Noise Control Ordinance. Please refer to the attached report for specific description of the violation.

Due to the public health significance you are hereby directed to comply with the Los Angeles County Noise Ordinance Title 12 at once. It is advised that you consult with an acoustical engineer or consultant on the remediation of the intrusive noise.

If you have any further questions, please contact Cole Landowski, Head of the Environmental Hygiene Program, at (626) 430-5440.

Sincerely,

Cyrus Rangan MD FAAP ACMT

Cyrus Rangan, M.D., F.A.A.P., A.C.M.T.
Director of Bureau of Toxicology & Environmental Assessment

CR:rr
12837

Attachments

cc: Ben Saltsman
Maxanne Hatch
Angelo Bellomo

2010 UNIVERSAL STUDIOS HALLOWEEN HORROR NIGHTS NOISE IMPACT STUDY

INTRODUCTION

A sound impact study was conducted in order to assess sound levels emitted by Universal Studios at 100 Universal City Plaza, Universal City, California 91608. The purpose of the study was to investigate the noise impact by Universal Studios Halloween Horror Nights on residential properties located in the 3400 block of Blair Drive, Los Angeles, California 90068 and determine compliance with the County of Los Angeles Noise Ordinance.

Ambient noise levels were measured by the County of Los Angeles Environmental Health Staff during the period of Thursday, September 23 through Friday, September 24, 2010 and again on Saturday, November 13 through Sunday, November 14, 2010 as dictated by the Noise Ordinance.

Alleged intrusive noise was monitored on September 25-26, 2010 and during the period of October 21-24, 2010, by Environmental Health Staff. .

COUNTY OF LOS ANGELES NOISE ORDINANCE

The applicable Los Angeles County exterior noise standard is found in Section 12.08.390 of the Los Angeles County Code, Title 12, Environmental Protection, Noise Control Ordinance. Allowable noise levels are expressed in terms of a median level not to be exceeded on more than 50% of all the readings within any hour. Some other noise levels are allowed away from the median; therefore the larger the deviation, the shorter the allowable period of elevated noise, up to a + 20 dBA maximum level.

Applicable standards depend upon the noise sensitivity of the receiving land use. If the sound transmitter and the receiver have different zoning, the appropriate noise standard is the arithmetic mean of the transmitting and receiving land use, except for industrial zoning, where the receiving standard becomes the standard. The allowable Los Angeles County noise standards for residential zones from **7 a.m. to 10 p.m.** are:

Noise Standard	Time Duration in Minutes	Decibel Level (dBA)
L50	**Not to be exceeded for more than 30 minutes**	**50**
L25	**Not to be exceeded for more than 15 minutes**	**55**
L8.3	**Not to be exceeded for more than 5 minutes**	**60**
L1.7	**Not to be exceeded for more than 1 minute**	**65**
L max	**Never to be exceeded**	**70**

2010 UNIVERSAL STUDIOS HALLOWEEN HORROR NIGHTS NOISE IMPACT STUDY

The Allowable Los Angeles County noise standards for residential zones from **10 p.m. to 7 a.m.** are:

Noise Standard	Time Duration in Minutes	Decibel Level (dBA)
L50	**Not to be exceeded for more than 30 minutes**	**45**
L25	**Not to be exceeded for more than 15 minutes**	**50**
L8.3	**Not to be exceeded for more than 5 minutes**	**55**
L1.7	**Not to be exceeded for more than 1 minute**	**60**
Lmax	**Never to be exceeded**	**65**

If noises are impulsive, such as gunfire and explosions, then the noise standards are reduced by 5 dBA. **If ambient noise levels exceed these thresholds tbe standard is adjusted upward to match the ambient noise level.**

Intrusive noise is defined as "alleged offensive noise which intrudes over and above the existing ambient noise at the receptor property (Section 12.08.210).

Impulsive noise is defined as a sound of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay (Section 12.08.190).

Unless otherwise herein provided, no person shall operate or cause to be operated any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated to exceed any of the exterior noise standards.

SITE DESCRIPTION

Universal Studios is located in the East San Fernando Valley near the Cahuenga Pass, at 100 Universal City Plaza, bounded by the Los Angeles River Flood Control Channel to the north, Blair Drive to the east, the Hollywood Freeway (US-101) to the south and Lankershim Boulevard to the west. The theme park is located at an elevation of approximately 750 feet above sea level. There are a few structures that act as noise barriers between the source and the sites of the complaints along Blair Drive. Blair Drive residential structures are located above the studio lots. In addition other environmental conditions may have a significant impact on sound transmission originating from the park.

2010 UNIVERSAL STUDIOS HALLOWEEN HORROR NIGHTS NOISE IMPACT STUDY

NOISE LEVEL MEASUREMENTS

Section 12.08.420, subsection B states that the location selected for measuring exterior noise levels shall be at any point on the receptor property, and at least four feet above the ground and ten feet from the nearest reflective surface.

The exterior noise was measured during the Halloween Horror Nights event on September 25 and 26, 2010 and again on October 21-24, 2010. The measurement sites were located at 3401 Blair Drive and 3488 Blair Drive, Los Angeles, CA 90068. Measurements were made using the B & K 2260 and Larson Davis 824 noise meters. The meters were calibrated before and after the measurements were taken. All measurements were made utilizing the A-weighted, slow response (dBA) scale.

FINDINGS:

- The applicable exterior noise standard (Lmax) was exceeded by noise sources not associated with the Halloween Horror Nights event. Such noise sources were noted as:
    - Overflying aircraft (planes and helicopters)
    - Vehicle traffic near the receptor sites
    - Various unidentified amplified sounds
    - Sirens from emergency vehicles
    - Car Alarms
- The applicable exterior noise standards (L1.7, L8.3, L25 and L50) were exceeded by intrusive noise generated by the Universal Studios Halloween Horror Nights Event on October 23-24, 2010 at 3488 Blair Drive, Los Angeles.
- Noise attenuating objects such as buildings, trees, fences were minimal between the nearest source of alleged intrusive noise and the receptor properties.
- No adverse weather conditions such as high wind speed, rain or extreme overcast were present during the sound monitoring for both ambient and operation noise.
- Universal Studios made efforts to attenuate noise by:
    - Installing sound baffles or enclosures for speakers generating sound effects (see photos 1 & 2).
    - Erecting "bus type shelters" to attenuate noise caused by use of chain saws (see photos 3, 4, 5 and 6).
    - Placement of speakers under cars and debris to direct noise back upon the Universal Studios lot (see photos 7 & 8).

- **FINDINGS (continued):**
  - Erection of sound curtains on entire buildings to attenuate noise levels that reflect off the surface of the building (see photos 9 & 10).
  - Reduction of the number of chain saws used in crowd control efforts.
  - Reduction of frequency and intensity of the pyrotechnic "flare cubes"
  - Elimination of a "sheet maze" nearest to receptor properties

CONCLUSION:

Universal Studios and its' Halloween Horror Nights Event has been found to be in violation of the Los Angeles County Noise ordinance as to the night of October 23, 2010 and into the early morning hours of October 24, 2010 (see Table HHN2 – pages 2 and 3).

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
INTRUSIVE NOISE
3401 BLAIR DRIVE, LOS ANGELES 90068

TABLE HHN1 - Page 1 of 2

SEPTEMBER 25-26, 2010 B & K 2260 - S/N -2391309

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:22 PM	9:00 PM	70	76.8	65	62.5	60	59.5	55	57.8**	54.1	56.5**
9:00 PM	10:00 PM	73.8	73.1	65	60.2	60	57.8	55	56.3**	53.4	55.3**
10:00 PM	11:00 PM	71.9	68.0	60	59.3	55	57.1**	54	55.6**	53.2	54.2**
11:00 PM	12:00 AM	65	61.1	60	56.8	55.8	55.4	53.9	54.1**	52.7	52.9**

OCTOBER 21-22, 2010 B & K 2260 - S/N -2391309

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:27 PM	9:00 PM	70	69.2	65	62.5	60	58.4	55.1	56.5**	54.1	55.5**
9:00 PM	10:00 PM	73.8	69.0	65	60.2	60	57.6	55	56.1**	53.4	55.0**
10:00 PM	11:00 PM	71.9	64.8	60	59.8	55	57.2**	54	55.8**	53.2	54.6**
11:00 PM	12:00 AM	65	66.7**	60	59.9	55.8	57.2**	53.9	55.3**	52.7	54.1**
12:00 AM	1:00 AM	67.3	67.3	60	57.6	55.7	55.3	53.7	52.8	51.9	51.0

If the ambient L value exceeds the foregoing level, then the ambient L value becomes the exterior noise level for that standard.

** < 5dBA Difference (Inconclusive)

* 5-10 dBA Difference Between Intrusive Noise and Ambient (Corrected)

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
INTRUSIVE NOISE
3401 BLAIR DRIVE, LOS ANGELES 90068

TABLE HHN1 - Page 2 of 2

OCTOBER 23-24, 2010 Larson Davis 824 #A3434

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:00 PM	9:00 PM	70	80.8	65	66.6**	60	58.8	55.1	56.7**	54.1	55.5**
9:00 PM	10:00 PM	73.8	65.7	65	60.2	60	58.5	55	57.2**	53.4	56.2**
10:00 PM	11:00 PM	71.9	66.3	60	60.7**	55	58.9**	54	57.9**	53.2	57.0**
11:00 PM	12:00 AM	65	69.4	60	61.0**	55.8	59.0**	53.9	57.5**	52.7	56.2**
12:00 AM	1:00 AM	67.3	66.1	60	59.9	55.7	56.9**	53.7	54.5	51.9	52.0**

If the ambient L value exceeds the foregoing level, then the ambient L value becomes the exterior noise level for that standard.

** < 5dBA Difference (Inconclusive)

* 5-10 dBA Difference Between Intrusive Noise and Ambient (Corrected)

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
INTRUSIVE NOISE
3488 BLAIR DRIVE, LOS ANGELES 90068

TABLE HHN2 - Page 1 of 3

SEPTEMBER 25-26, 2010 B & K 2260 - S/N -2391308

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:00 PM	9:00 PM	70	76.7	65	59.6	60	57.2	55	55.7**	50.3	54.7**
9:00 PM	10:00 PM	70	83.6	65	59.2	60	56.8	55	55.6**	50	54.7**
10:00 PM	11:00 PM	70.9	62.2	60	58.2	55	55.8**	50.1	54.4**	49.2	53.3**
11:00 PM	12:00 AM	65	66.3	60	55.9	55	53.9	50	52.8**	48.5	52.0**
12:00 AM	12:27 AM	65.5	71.3	60	56.9	55	53.4	50.2	51.8**	48.3	50.7**

OCTOBER 21-22, 2010 B & K 2260 - S/N -2391308

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:00 PM	9:00 PM	70	74.6	65	65.5	60	57.6	55	55.2**	50.3	54.0**
9:00 PM	10:00 PM	70	78.0	65	58.3	60	56.0	55	54.6**	50	53.6**
10:00 PM	11:00 PM	70.9	63.3	60	57.6	55	55.3**	50.1	54.0**	49.2	52.9**
11:00 PM	12:00 AM	65	63.3	60	57.4	55	54.8	50	53.4**	48.5	52.5**
12:00 AM	1:00 AM	65.5	60.7	60	54.7	55	52.6	50.2	51.0**	48.3	48.7**

If the ambient L value exceeds the foregoing level, then the ambient L value becomes the exterior noise level for that standard.

** < 5dBA Difference (Inconclusive)

* 5-10 dBA Difference Between Intrusive Noise and Ambient (Corrected)

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
INTRUSIVE NOISE
3488 BLAIR DRIVE, LOS ANGELES 90068

TABLE HHN2 - Page 2 of 3

OCTOBER 23-24, 2010 B & K 2260 - S/N 2391309

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:00 PM	9:00 PM	70	74.1	65	67.0**	60	58.1	55	56.3**	50.3	54.3* (+4 dBA)
9:00 PM	10:00 PM	70	73.3	65	59.8	60	58.1	55	55.8* (+.8 dBA)	50	54.8 (+4.8 dBA)
10:00 PM	11:00 PM	70.9	69.0	60	60.6**	55	57.5* (+2.5 dBA)	50.1	56.1* (+6 dBA)	49.2	55.2* (+6 dBA)
11:00 PM	12:00 AM	65	73.9	60	60.2**	55	57* (+2 dBA)	50	55.7* (+5.7 dBA)	48.5	54.7* (+6.2 dBA)
12:00 AM	12:35 AM	65.5	66.0	60	59.1**	55.7	56.3**	50.2	54.3**	48.3	52.7**

If the ambient L value exceeds the foregoing level, then the ambient L value becomes the exterior noise level for that standard.

** < 5dBA Difference (Inconclusive)

* 5-10 dBA Difference Between Intrusive Noise and Ambient (Corrected)

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
INTRUSIVE NOISE
3488 BLAIR DRIVE, LOS ANGELES 90068

TABLE HHN2 - Page 3 of 3

OCTOBER 23-24, 2010 Larson Davis 824 - S/N A3435

START	END	Lmax Standard	Lmax Measured	L1.7 Standard	L1.7 Measured	L 8.3 Standard	L8.3 Measured	L25 Standard	L25 Measured	L50 Standard	L50 Measured
8:00 PM	9:00 PM	70	74.1	65	65.9* (+ .9 dBA)	60	58.3	55	56.2**	50.3	55.2**
9:00 PM	10:00 PM	70	73.2	65	59.9	60	57.9	55	55.7* (+.7 dBA)	50	54.6 (+4.6 dBA)
10:00 PM	11:00 PM	70.9	72.1	60	60.7**	55	57.5* (+2.5 dBA)	50.1	56.0* (+5.9 dBA)	49.2	55.1* (+5.9 dBA)
11:00 PM	12:00 AM	65	74.0	60	60.1**	55	56.9 (+1.9 dBA)	50	55.6* (+5.6 dBA)	48.5	54.6* (+6.1 dBA)
12:00 AM	12:35 AM	65.5	75.3	60	59.9*	55	56.7**	50.2	54.3**	48.3	52.4**

If the ambient L value exceeds the foregoing level, then the ambient L value becomes the exterior noise level for that standard.

** < 5dBA Difference (Inconclusive)

* 5-10 dBA Difference Between Intrusive Noise and Ambient (Corrected)

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA
3401 Blair Drive, Los Angeles, CA 90068

TABLE HHN 3 - Page 1 of 2

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
						dBA	dBA	dBA	dBA	dBA	dBA	dBA
THURSDAY	Ambient	B&K 2260	8:00 PM	9:00 PM	54.0	68.6	NA	61.8	55.4	53.4	52.4	50.8
9/23/2010		#2391309	9:00 PM	10:00 PM	53.8	73.8	NA	59.3	53.4	52.1	51.2	50.1
		Slow Mode	10:00 PM	11:00 PM	52.4	71.9	NA	57.9	52.3	51.4	50.6	49.2
			11:00 PM	12:00 AM	50.8	64.4	NA	58.1	53.6	50.5	49.0	46.8
		OVERALL	**7:43:36 PM**	**12:00:05 AM**	**52.9**	**73.8**	**45.2**	**59.3**	**54.0**	**52.3**	**51.1**	**48.6**

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
						dBA	dBA	dBA	dBA	dBA	dBA	dBA
SATURDAY	Ambient	Larson Davis	4:32 PM	5:00 PM	60.1	78.3	NA	70.8	59.0	57.0	55.9	54.1
10/23/2010		#824A3434	5:00 PM	6:00 PM	56.0	73.6	NA	66.0	56.7	54.7	53.2	50.7
		Slow Mode	6:00 PM	7:00 PM	53.8	74.3	NA	61.8	54.8	52.0	50.8	48.7
			7:00 PM	8:00 PM	56.2	73.9	NA	63.1	57.6	55.8	54.4	51.5
10/24/2010			1:00 AM	2:00 AM	53.4	69.1	NA	58.8	55.4	53.7	52.2	49.7
		OVERALL	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA
3401 Blair Drive, Los Angeles, CA 90068

TABLE HHN 3 - Page 2 of 2

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
						dBA	dBA	dBA	dBA	dBA	dBA	dBA
SATURDAY	Ambient	Larson Davis 824	5:07 PM	6:00 PM	53.5	67.5	NA	59.8	55.8	53.7	52.5	50.4
11/13/2010		#824A3434	6:00 PM	7:00 PM	53.3	60.9	NA	57.9	55.0	53.7	52.8	51.3
			7:00 PM	8:00 PM	56.3	67.6	NA	59.5	58.4	57.3	56.1	52.9
			8:00 PM	9:00 PM	56.2	66.9	NA	59.3	57.7	56.7	55.8	54.4
			9:00 PM	10:00 PM	55.9	65.9	NA	59.1	57.4	56.5	55.6	54.0
			10:00 PM	11:00 PM	56.0	65.8	NA	59.0	57.7	56.6	55.7	53.8
			11:00 PM	12:00 AM	56.6	66.3	NA	59.3	58.0	57.2	56.3	54.6
11/14/2010			12:00 AM	1:00 AM	55.7	61.8	NA	58.9	57.7	56.5	55.4	53.4
		OVERALL	**17:07:02 PM**	**1:01:02 AM**	**55.6**	**67.6**	**48.8**	**59.0**	**57.6**	**56.4**	**55.3**	**52.2**

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA - AVERAGES
3401 Blair Drive, Los Angeles, CA 90068

TABLE HHN 4 - Page 1 of 1

	HOUR	Leq (dBA)	Lmax Slow (dBA)	Lmax Fast (dBA)	L1.7 (dBA)	L8.3 (dBA)	L25 (dBA)	L50 (dBA)	L90 (dBA)
DAYTIME	8:00	55.1	68.6	75.0	60.6	56.6	55.1	54.1	52.6
	9:00	54.9	73.8	75.6	59.2	55.7	54.3	53.4	52.1
NIGHTTIME	10:00	54.2	71.9	73.3	58.5	55.0	54.0	53.2	51.5
	11:00	53.7	64.4	66.3	58.7	55.8	53.9	52.7	50.7
	12:00	53.2	67.3	69.9	58.5	55.7	53.7	51.9	50.1

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA
3488 Blair Drive, Los Angeles, CA 90068

TABLE HHN 5 - Page 1 of 2

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
					dBA	dBA	dBA	dBA	dBA	dBA	dBA	dBA
THURSDAY	Ambient	B&K 2260	8:00 PM	9:00 PM	52.9	66.8	NA	61.3	55.1	52.0	50.9	48.7
9/23/2010		#2391308	9:00 PM	10:00 PM	52.3	69.8	NA	61.0	53.2	51.3	50.0	48.3
		Slow Mode	10:00 PM	11:00 PM	51.8	70.9	NA	58.8	51.8	50.2	49.5	48.3
			11:00 PM	12:00 AM	49.1	64.5	NA	57.6	50.6	48.2	47.4	46.0
		OVERALL	**7:43:36 PM**	**12:00:05 AM**	**51.8**	**70.9**	**44.9**	**59.5**	**53.3**	**51.1**	**49.7**	**47.1**

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
					dBA	dBA	dBA	dBA	dBA	dBA	dBA	dBA
SATURDAY	Ambient	Larson Davis	4:40 PM	5:00 PM	61.2	78.7	NA	72.2	63.1	55.0	53.5	51.5
10/23/2010		#824A3435	5:00 PM	6:00 PM	55.1	77.7	NA	64.0	56.2	52.9	51.2	48.1
		Slow Mode	6:00 PM	7:00 PM	54.3	77.8	NA	62.0	54.5	49.8	48.6	46.8
			7:00 PM	8:00 PM	55.0	71.2	NA	61.9	56.7	54.8	53.6	51.9
		OVERALL	**4:39:37 PM**	**12:41:07 AM**	**56.5**	**78.8**	**45.2**	**62.7**	**57.6**	**55.9**	**54.5**	**48.7**
10/24/2010			12:45 AM	1:45 AM	48.2	62.9	NA	52.3	49.8	48.6	47.7	46.1
		OVERALL	**12:45:38 AM**	**1:57:11 AM**	**49.6**	**70.4**	**44.4**	**56.5**	**50.7**	**48.9**	**48.0**	**46.3**

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA
3488 Blair Drive, Los Angeles, CA 90068

TABLE HHN 5 - Page 2 of 2

DATE	EVENT	INSTRUMENT	START TIME	END TIME	Laeq	Lmax (slow)	Lmin	L1.7	L8.3	L25	L50	L90
					dBA	dBA	dBA	dBA	dBA	dBA	dBA	dBA
SATURDAY	Ambient	Larson Davis 824	8:19 PM	9:00 PM	50.9	66.6	NA	58.3	52.3	50.7	49.7	48.2
11/13/2010		#824A3435	9:00 PM	10:00 PM	49.9	61.8	NA	54.7	51.7	50.4	49.3	47.6
		Slow Mode	10:00 PM	11:00 PM	49.3	59.8	NA	52.7	50.9	50.0	48.9	47.0
			11:00 PM	12:00 AM	50.2	63.3	NA	52.9	51.7	50.7	49.6	47.8
11/14/2010			12:00 AM	1:00 AM	50.2	65.5	NA	54.9	51.8	50.6	49.6	48.0
		OVERALL	**8:19:23 PM**	**1:11:22 AM**	**50.0**	**66.6**	**45.5**	**54.6**	**51.4**	**50.3**	**49.3**	**47.7**

UNIVERSAL STUDIOS
HALLOWEEN HORROR NIGHTS
AMBIENT DATA - AVERAGES
3488 Blair Drive, Los Angeles, CA 90068

TABLE HHN 6 - Page 1 of 1

	HOUR	Leq (dBA)	Lmax Slow (dBA)	Lmax Fast (dBA)	L1.7 (dBA)	L8.3 (dBA)	L25 (dBA)	L50 (dBA)	L90 (dBA)
DAYTIME	8:00	51.9	66.8	69.5	59.8	53.7	51.4	50.3	48.5
	9:00	51.1	69.8	72.4	57.9	52.5	50.9	49.7	48.0
NIGHTTIME	10:00	50.6	70.9	72.8	55.8	51.4	50.1	49.2	47.7
	11:00	49.7	64.5	72.6	55.3	51.2	49.5	48.5	46.9
	12:00	49.7	65.5	67.5	54.9	51.9	50.2	48.3	46.0

2010 UNIVERSAL STUDIOS WATER WORLD
NOISE IMPACT STUDY

INTRODUCTION

A sound impact study was conducted in order to assess sound levels emitted by Universal Studios at 100 Universal City Plaza, Universal City, California 91608. The purpose of the study was to investigate the noise impact by the Universal Studios Water World attraction on residential properties located in the Toluca Lakes area and on a commercial property located at Lakeside Golf Club at 4500 Lakeside Drive, Burbank, California 91505 and determine compliance with the County of Los Angeles Noise Ordinance.

Ambient noise levels were measured by the County of Los Angeles Environmental Health Staff during the period of Friday, November 12 and Saturday, November 13, 2010 as dictated by the Noise Ordinance. Alleged intrusive noise was monitored during the same period.

COUNTY OF LOS ANGELES NOISE ORDINANCE

The applicable Los Angeles County exterior noise standard is found in Section 12.08.390 of the Los Angeles County Code, Title 12, Environmental Protection, Noise Control Ordinance. Allowable noise levels are expressed in terms of a median level not to be exceeded on more than 50% of all the readings within any hour. Some other noise levels are allowed away from the median; therefore the larger the deviation, the shorter the allowable period of elevated noise, up to a + 20 dBA maximum level.

Applicable standards depend upon the noise sensitivity of the receiving land use. If the sound transmitter and the receiver have different zoning, the appropriate noise standard is the arithmetic mean of the transmitting and receiving land use, except for industrial zoning, where the receiving standard becomes the standard. The allowable Los Angeles County noise standards for residential zones from **7 a.m. to 10 p.m.** are:

Noise Standard	Time Duration in Minutes	Decibel Level (dBA)	Decibel Level (dBA) Adjustment for Impulsive Noise
L50	**Not to be exceeded for more than 30 minutes**	**50**	**45**
L25	**Not to be exceeded for more than 15 minutes**	**55**	**50**
L8.3	**Not to be exceeded for more than 5 minutes**	**60**	**55**
L1.7	**Not to be exceeded for more than 1 minute**	**65**	**60**
L max	**Never to be exceeded**	**70**	**65**

The allowable Los Angeles County noise standards for commercial zones from **7 a.m. to 10 p.m.** are:

Noise Standard	Time Duration in Minutes	Decibel Level (dBA)	Decibel Level (dBA) Adjustment for Impulsive Noise
L50	**Not to be exceeded for more than 30 minutes**	**60**	**55**
L25	**Not to be exceeded for more than 15 minutes**	**65**	**60**
L8.3	**Not to be exceeded for more than 5 minutes**	**70**	**65**
L1.7	**Not to be exceeded for more than 1 minute**	**75**	**70**
L max	**Never to be exceeded**	**80**	**75**

If noises are impulsive, such as gunfire and explosions, then the noise standards are reduced by 5 dBA. **If ambient noise levels exceed these thresholds the standard is adjusted upward to match the ambient noise level.**

Intrusive noise is defined as "alleged offensive noise which intrudes over and above the existing ambient noise at the receptor property (Section 12.08.210).

Impulsive noise is defined as a sound of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay (Section 12.08.190).

Unless otherwise herein provided, no person shall operate or cause to be operated any source of sound at any location within the unincorporated county, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated to exceed any of the exterior noise standards.

SITE DESCRIPTION

Universal Studios is located in the East San Fernando Valley near the Cahuenga Pass, at 100 Universal City Plaza, bounded by the Los Angeles River Flood Control Channel to the north, Blair Drive to the east, the Hollywood Freeway (US-101) to the south and Lankershim Boulevard to the west. The theme park is located at an elevation of approximately 750 feet above sea level. Several buildings act as noise barriers between the source and the sites of the complaints, along the Los Angeles River Flood Control channel. In addition other environmental conditions may have a significant impact on sound transmission originating from the park.

2010 UNIVERSAL STUDIOS WATER WORLD
NOISE IMPACT STUDY

NOISE LEVEL MEASUREMENTS

Section 12.08.420, subsection B states that the location selected for measuring exterior noise levels shall be at any point on the receptor property, and at least four feet above the ground and ten feet from the nearest reflective surface.

The exterior noise was measured during the Water World event on November 12 and 13, 2010. The measurement sites were located at Lakeside Golf Club and the residential areas of Toluca Lakes including 10428 Valley Springs Lane, Toluca Lakes, CA 91505. Measurements were made using the B & K 2260 and Larson Davis 824 noise meters. The meters were calibrated before and after the measurements were taken. All measurements were made utilizing the A-weighted, fast response (dBA) scale.

FINDINGS:

- The applicable exterior noise standard (Lmax) was exceeded by noise sources not associated with the Water World event. Such noise sources were noted as:
    - Overflying aircraft (planes and helicopters)
    - Vehicle traffic near the receptor sites (Freeways and major streets)
    - Various unidentified amplified sounds
    - Sirens from emergency vehicles
    - Car Alarms
    - Golf activities
- Noise attenuating objects were observed such as buildings, trees, fences between the nearest source of alleged intrusive noise and the receptor properties.
- No adverse weather conditions such as high wind speed, rain or extreme overcast were present during the sound monitoring for both ambient and operation noise.
- Noise generated from the Water World attraction was intermittent during the study.
- Sound levels at the South property line at Hole 4 of the Lakeside Golf Club ranged from 44.3 dBA to 80.3 dBA on Friday, November 12, 2010. These levels included noise from aircraft, freeway traffic, street traffic, etc.
- Sound levels at the South property line at Hole 4 of the Lakeside Golf Club ranged from 44.4 dBA to 71.2 dBA on Saturday, November 13, 2010. These levels included noise from aircraft, freeway traffic, street traffic, etc.
- Sound levels at the South property line at 10428 Valley Springs Lane ranged from 45.2 dBA to 97.1 dBA on Friday, November 12, 2010

FINDINGS (continued):

- Sound levels at the South property line at 10428 Valley Springs Lane ranged from 44.6 dBA to 80.8 dBA on Saturday, November 13, 2010.
- Lmax reached inside the Water World attraction approximately adjacent to north end of the Water World attraction was 103.2 dBA.

CONCLUSION:

Universal Studios and its' Water World attraction was found to be in compliance with the Los Angeles County Noise ordinance and its exterior noise standards (see attached tables WW1-WW4 for details).

UNIVERSAL STUDIOS WATER WORLD EVENT (WW1)

LOCATION: RECEPTOR AT GOLF COURSE "HOLE 4" (SOUTH PROPERTYLINE) (B&K 2260) DATE: FRIDAY 11/12/10

COMPARISON OF WW EVENT AT 1PM & 3PM HR VERSUS AMBIENT & STANDARD; MEASURMENTS OF ~1 HR. DURATION.

EVENT	TIME	LFMX DBA	L1.7 DBA	L8.3 DBA	L25 DBA	L50 DBA	L90 DBA
AMBIENT	AVERAGE OF 1PM & 4PM (40MIN) HR	74.4	59.7	54.0	50.2	47.8	44.8
STANDARD (COMMERCIAL LAND USE)	7AM-10PM	75	70	65	60	55	NA
1ST INTRUSIVE EVENT (WW)	1 PM HR (EVENT 1:15-1:35)	77.4 (*~52 DBA)	65.8	63.0	57.1	51.0	44.3
2ND INTRUSIVE EVENT (WW)	3 PM HR (EVENT 3:15-3:35)	80.3 (*~54 DBA)	61.0	54.8	51.2	48.8	45.7

*THE MAXIMUM NOISE LEVEL OBSERVED AT RECEPTOR DURING WW FINAL EXPLOSION EVENT.

UNIVERSAL STUDIOS WATERWORLD EVENT (WW2)

LOCATION: RECEPTOR AT GOLF COURSE "HOLE 4" (SOUTH PROPERTYLINE) (LARSON DAVIS 824) DATE: SATURDAY 11/13/10

COMPARISON OF WW EVENT AT 12, 1, & 3PM HR VERSUS AMBIENT & STANDARD; MEASURMENTS OF ~1 HR. DURATION.

EVENT	TIME	LFMX DBA	L1.7 DBA	L8.3 DBA	L2S DBA	L50 DBA	L90 DBA
AMBIENT	AVERAGE OF 11(21 MIN), 2, & 4PM(21 MIN) HR	81.6	58.9	50.4	47.4	46.1	44.2
STANDARD (COMMERCIAL LAND USE)	7AM-10PM	7S	70	65	60	55	NA
1ST INTRUSIVE EVENT (WW)	12 PM HR (EVENT 12:00-12:20)	71.2	57.9	52.6	49.2	47.5	44.4
2ND INTRUSIVE EVENT (WW)	1 PM HR (EVENT 1:10-1:30)	70.1	57.3	51.5	48.9	47.7	45.0
3rd INTRUSIVE EVENT (WW)	3PM HR (3:10-3:30)	69.0	56.8	S0.5	47.8	46.6	45.1

UNIVERSAL STUDIOS WATERWORLD EVENT (WW3)

LOCATION: RECEPTOR AT RESIDENCE 10428 VALLEY SPRINGS LANE (SOUTH PROPERTYLINE) (LD 824) DATE: FRIDAY 11/12/10

COMPARISON OF WW EVENT AT 1, 3, & 4PM HR VERSUS AMBIENT & STANDARD; ~1 HR DURATION.

EVENT	TIME	LFMX DBA	L1.7 DBA	L8.3 DBA	L25 DBA	L50 DBA	L90 DBA
AMBIENT	2PM HR	80.9	67.1	61.8	55.7	50.0	46.3
STANDARD (RESIDENTIAL LAND USE)	7AM-10PM	65	60	55	50	45	
1ST INTRUSIVE EVENT (WW)	1 PM (18MIN)HR (EVENT 1:15-1:35)	74.8	58.0	52.0	48.6	46.8	45.3
2ND INTRUSIVE EVENT (WW)	3 PM HR (EVENT 3:15-3:35)	97.1	85.6	77.7	67.2	49.8	45.7
3RD INTRUSIVE EVENT (WW)	4 PM HR (EVENT 4:45-5:05)	84.1	72	55.6	48.9	47.4	45.2

UNIVERSAL STUDIOS WATERWORLD EVENT (WW4)

LOCATION: RECEPTOR AT RESIDENCE 10428 VALLEY SPRINGS LANE (SOUTH PROPERTYLINE) (B&K) DATE: SATURDAY 11/13/10

COMPARISON OF WW EVENT AT 12 PM, 1PM, & 3PM HR VERSUS AMBIENT & STANDARD; ~1 HR DURATION.

EVENT	TIME	LFMX DBA	L1.7 DBA	L8.3 DBA	L25 DBA	L50 DBA	L90 DBA
AMBIENT	2PM HR	78.2	58.2	51.0	48.5	47.5	46.2
STANDARD (RESIDENTIAL LAND USE)	7AM-10PM	65	60	55	50	45	
1ST INTRUSIVE EVENT (WW)	12 PM HR (EVENT 12-12:20)	74.1	57.0	50.5	47.1	45.9	44.6
2ND INTRUSIVE EVENT (WW)	1 PM HR (EVENT 1:10-1:20)	72.3	58.2	50.2	47.5	46.6	45.4
3RD INTRUSIVE EVENT (WW)	3 PM (55MIN) HR (EVENT 3:10-3:20)	80.8	60.9	52.8	49.4	48.0	46.8

ATTACHMENT 10

RECORDED AT THE REQUEST OF THE CITY OF LOS ANGELES

79- 641029

44000-710
C.F. 76-2037

/

PLEASE DELIVER TO:
CITY CLERK MAIL BOX

ORDER TO VACATE NO. 79-01619
(California Streets and Highways
Code Sections 8323 and 8324)

FREE P

Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles County Flood Control Channel - Ordinance of Intention No. 150,789 - Street Vacation Map No. A-18516.

On June 5, 1978, pursuant to Ordinance of Intention No. 150,789, and after notice was posted as required by law and the said ordinance was published, and no protests having been filed against said proposed vacation, the Council approved the said vacation but subject to the conditions of vacation having been complied with.

Said conditions for this vacation have been fully met.

Therefore, from the evidence submitted to the Council, the Council find that Forman Avenue between Valley Spring Lane and its southerly terminus at the Los Angeles County Flood Control Channel, proposed for vacation in the said ordinance of intention is unnecessary for present or prospective public street purposes, except for certain easements reserved and shown on the Street Vacation Map; and

The Council of the City of Los Angeles hereby orders that the said public street be and the same is vacated, except for said certain easements reserved above; and

The particular portions of the public street which is vacated were described by reference in said ordinance of intention and are described herein by reference to Volume 20,

RECORDED IN OFFICIAL RECORDS OF LOS ANGELES COUNTY, CA
1 MIN. PAST 2 P.M. JUN 13 1979
Recorder's Office

PRESENTED FOR RECORDATION BY THE CITY OF LOS ANGELES UNDER GOV'T. CODE SECTION 6103
BUREAU OF R/W & LAND
ROBERT A. MANN, DIRECTOR, BY
CITY CLERK

79- 641029

2

page 97 of "Street Vacation Maps" on file in the office of the City Clerk of the City of Los Angeles, City Hall, Los Angeles, California.

The City Clerk shall certify to the making of this order, shall attest same and affix the City Seal, and shall cause a certified and sealed copy of this order to be recorded in the office of the County Recorder of Los Angeles County. From and after the making of this order, the area described and shown on said map is free of a public easement for street purposes.

I certify that the foregoing order was made by the Council of the City of Los Angeles at its meeting of June 6, 1979 by a majority vote of all of its members.

REX E. LAYTON, CITY CLERK

By Celia Bryafin
Deputy

Donald C. Tillman, City Engineer
Description Approved
City of Los Angeles
FEB 9 1979 By R. Arnold

Approved as to Form and Legality

BURT PINES, City Attorney

By [illegible] Deputy FEB 14 1979

Council File No. 76-2037

Letter No. 76

Jon Foreman <jon.foreman@lacity.org>

Community response: NBC UNIVERSAL EVOLUTION PLAN DEIR

1 message

Toluca Lake Noise Council <tolucalakenoisecouncil@gmail.com> **Thu, Jan 27, 2011 at 5:08 PM**

To: jon.foreman@lacity.org

Dear Mr. Forman,

We are an active community group working hand in hand with the Toluca Lake Homeowners Association on current noise issues coming from Universal. Following their fire, we have had significant, new problems with noise from the lot and theme park. Our group is comprised of over 80 residents from Toluca Lake. Please note that we are against any expansion (or "evolution") at Universal in any way, shape or form. Our position is that Universal Studios should not be in this small residential neighborhood to begin with. When they became a "theme park" many years ago, they were a very small operation, and this neighborhood has not even had the opportunity to oppose much of what has been done and added to the theme park over the years. They are already too large for their residential surrounding. In terms of the Evolution Plan, we oppose it, in its entirety, due to the increased noise, traffic and pollution in our neighborhoods. We believe it will decrease our property values and negatively impact our quality of life. Should you need all of the names of residents that are part of our group, please let us know and we can provide such a list to you in the next few weeks.

SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Regards,
Toluca Lake Noise Council
tolucalakenoisecouncil@gmail.com
818-934-0723

Letter No. 77

Mariana Salazar <mariana.salazar@lacity.org>

Fwd: Email, address and fax to send

Jon Foreman <jon.foreman@lacity.org> **Mon, Feb 7, 2011 at 12:22 PM**
To: "Salazar, Mariana" <mariana.salazar@lacity.org>

---------- Forwarded message ----------
From: **Bart Reed** <bartreed1951@gmail.com>
Date: Fri, Feb 4, 2011 at 11:58 PM
Subject: Re: Email, address and fax to send
To: Jon Foreman <jon.foreman@lacity.org>
Cc: Faramarz Nabavi <faramarz.nabavi@thetransitcoalition.us>, Darrell Clarke <darrell@dclarke.org>

Jon:

Please find our NBC U comment letter attached.

Bart!

On Fri, Feb 4, 2011 at 10:03 PM, Faramarz Nabavi <faramarz.nabavi@thetransitcoalition.us> wrote:

NBC Universal Evolution Plan

Case No. ENV-2007-0254-EIR
State Clearinghouse Number:2007071036
Council District: 4 Community Plan Area: Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
Project Address: 100 Universal City Plaza, Universal City, CA 91608

COMMENT DUE DATE: If you wish to submit comments following review of the Draft EIR, please reference the file number above
Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
(213) 978-6566 (fax)
jon.foreman@lacity.org

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The Transit Coalition
Bart Reed, Executive Director
bart.reed@thetransitcoalition.us
www.transitcoalition.org
Voice: (818) 362-7997 * Fax: (818) 364-2508 * Cell: (818) 419-1671
P.O. Box 567, San Fernando, CA 91341-0567

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Jon Foreman, Senior City Planner

City of Los Angeles, Department of City Planning
200 N. Spring St., City Hall, Room 273
Los Angeles, CA 90012
Tel: 213-978-1888
Fax: 213-978-6566
jon.foreman@lacity.org

TC-Letter2Person-171-2011-02-04-Letter2LACityPlanningNBCUniversalEvolutionPlanComments.pdf
276K

The Transit Coalition

Southern California's Leading Transit Advocacy Group
P.O. Box 567 * San Fernando, CA 91341-0567
Voice: 818.362.7997 * Fax: 818.364.2508
www.transitcoalition.org

The Transit Coalition (a project of SEE) is a nonprofit public charity exempt from federal income tax under Section 501[c](3) of the Internal Revenue Code

Friday, February 04, 2011

City of Los Angeles Department of City Planning
Attn: Jon Foreman, Senior City Planner
200 N. Spring St., Room 601
Los Angeles, CA 90012-3243

Via facsimile to (213) 978-6566 and email to jon.foreman@lacity.org
RE: Case No. ENV-2007-0254-EIR – NBC Universal Evolution Plan

Dear Mr. Foreman:

The Transit Coalition, as a nonprofit advocacy organization based in the San Fernando Valley, is providing its comments regarding the Draft Environmental Impact Report ("DEIR") for the NBC Universal Evolution Plan (the "Project"), focusing on the following elements:

- Transit usage
- Bicycle facilities
- Pedestrian accessibility
- Parking requirements

Our goal is for a Project that will provide a level of transit, bike, and pedestrian accessibility that will actually induce a significant modal shift from vehicular use under a standard development scenario. While the Applicant indicates that this is one of the Project's goals, as currently envisioned, the Project would require a number of important modifications to meet the California Environmental Quality Act ("CEQA") standard for less than significant impacts.

Our approach to these modifications is to present low-cost, cost-neutral, and even cost-saving alternatives for the Applicant to implement that would enhance transit, bicycle, and pedestrian usage. Several of these recommendations differ from mitigation measures that focus solely on the Level of Service ("LOS") for vehicles. Indeed, if mitigation measures are only focused on improving LOS, that is an inducement to driving over transit, biking, or walking. Hence, in addition to incorporating the LOS modeling results, The Transit Coalition calls upon the City of Los Angeles to require the Applicant make modifications to its proposed mitigation measures, as outlined below, in order to justify the Transportation Demand Management ("TDM") credits that the Applicant is requesting.

Finally, we propose that the TDM credits be phased-in alongside the phasing of the Project based on actual documentation of vehicle trips generated and modal shifts to transit, biking, and walking. Incentives should be provided to the Applicant in the form of TDM credits, parking requirements, and density levels that would be increased or decreased for subsequent phases to align the Applicant's interests with maximum vehicle trip reduction and modal shifts.

I. Trip Generation / Transportation Demand Management Credits

While The Transit Coalition agrees with the Applicant's goal to achieve a 20 percent TDM reduction on the new housing units proposed for the Project – indeed, we could support an even higher reduction as an incentive – the proposed mitigation measures are insufficient to

achieve this goal. Several factors that have been noted by other parties are that housing that targets upper-income households, requires bus-to-rail transfers, and includes multiple free parking spaces for each housing unit is unlikely to achieve a 20 percent TDM reduction. While free transit passes provide a marginal degree of convenience that may help induce some transit trips, the long distance and grade to the high-capacity, high-frequency transit services at Metro Universal City Station will serve as a deterrent for pedestrian access to that facility; hence, the design of the new transit service in the Project Area becomes crucial.

Also, if the cost of parking is rolled into the residential units, that provides a sunk cost disincentive toward transit use and requires a higher rental or purchase price to break even for the Applicant. In order to be a Transit-Oriented Development ("TOD"), to which the Applicant aspires, the cost of all residential parking should be unbundled from the units. This will make the units more attractive to households with fewer vehicles and greater usage of transit and non-motorized modes. A portion of the parking price, above the Applicant's cost, should be allocated toward the new transit service.

II. Transit Improvements

The Applicant proposes three transit improvements: the purchase and maintenance of an articulated bus for use on Ventura Boulevard; a shuttle system to the Project Area; and subsidized transit passes.

1. Ventura Boulevard

The proposal to purchase and maintain an articulated bus for Ventura Boulevard, while well-intentioned, would be a very inefficient use of resources for mitigation. The Los Angeles County Metropolitan Transportation Authority ("Metro") does not have a shortage of buses; in fact, it is continuing to reduce bus service systemwide. Metro does not operate articulated buses on Ventura Boulevard, nor do ridership projections suggest that would be the optimal way to induce Project tenants, visitors, and residents to use transit instead of driving.

Metro's own blog, The Source, has highlighted that the top issue riders noted in its surveys was the need for more frequent service.[1] While increasing frequency during peak hours may cause inefficient bunching on some routes, increasing off-peak frequency improves the perception of transit reliability among choice riders, because even if a bus is late (a reliability issue), the next bus will arrive soon enough that it will not be a problem (a frequency benefit).

Research indicates that the elasticity of demand for off-peak service due to changes in frequency is typically double that of peak service,[2] indicating that more riders can be attracted through boosting off-peak frequency than by focusing on reducing crowding on peak service.

Headways are now infrequent enough that for a rider it is often faster to board any bus that arrives first, Local or Rapid, rather than to wait for the Rapid. This is a factor in causing ridership on the Rapid lines to fall: according to Professor Robert Cervero, "service frequency strongly influenced BRT patronage in Los Angeles County."[3]

Hence, rather than specifying the times of day during which additional service should be operated, The Transit Coalition proposes that the Applicant obtain an agreement with Metro to

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1 Camino, Fred. (2011). Why You Ride (or Don't) Thursday roundup. thesource.metro.net, January 20, 2011.

2 Currie, Graham, Wallis, Ian. (2008). Effective ways to grow urban bus markets - a synthesis of evidence. Journal of Transport Geography, Volume 16, Issue 6, pp 419-429.

3 Cervero, R., Murakami, J., & Miller, M. (2010). Direct ridership model of Bus Rapid Transit in Los Angeles County, California. Transportation Research Record, Vol. 2145, pp. 1-7.

provide Metro with funds equal to the cost of Mitigation Measure B-1, as estimated by Metro, toward the increase of service levels on Metro Rapid Line 750 for 10 years. In return for receiving these funds, Metro would be required to increase the number of daily trips on Line 750 and stipulate that it shall make no net cuts to total daily trips on Line 750 for the duration of this funding. Thus, Metro can determine the optimal allocation of resources for this bus line as conditions change. This alternative would also reduce administrative requirements on the Applicant over the life of the Project, resulting in a net reduction in cost.

Another crucial factor for transit usage is the trip time relative to driving. Currently, the Ventura Boulevard bus services (Lines 150, 240, and 750), suffer from delays at Plaza Parkway (Intersection #16) and Campo de Cahuenga Way/Riverton Avenue (Intersection #17) due to close proximity of these two intersections and the types of signals they currently have. Buses can get caught behind each signal cycle, adding several unnecessary minutes to the travel time, making transit usage less attractive.

Fortunately, there are two mitigation measures that would address this problem in the near vicinity of the Project Area. First, the left-turn signal from eastbound Ventura Boulevard to eastbound Campo de Cahuenga Way should be converted from a protected to a protected-permissive signal. This would allow buses to continue through to the Metro station without additional delay.

In general, The Transit Coalition requests that the Applicant and the City of Los Angeles Department of Transportation (LADOT) implement all of the Project's proposed left-turn enhancements as protect-permissive signals by default in order to maximize throughput and LOS, unless if safety considerations indicate otherwise.

The other needed mitigation measure would be to move the traffic signal from the intersection of Ventura Boulevard and Plaza Parkway to the shopping plaza's entrance from Vineland Avenue. This one improvement alone would not only significantly benefit transit service, it would immediately eliminate one of the intersections at which LOS cannot be reduced to less-than-significant levels. Vineland Avenue has about half the number of vehicles as Ventura Boulevard at Intersection #14, so significantly more vehicles benefit from having a smoother flow of traffic on Ventura Boulevard.

By providing these mitigation measures, access to the Project site from Ventura Boulevard will become smooth and unimpeded; otherwise, gridlock is foreseeable. This will also be necessary to maintain transit times on Line 750; otherwise, the amount of service Metro will be able to operate for a given level of cost will decrease due to increased travel times generated by additional trips to the Project, particularly Zones A & B, thus adding to the significant transit impacts of this project.

The Applicant needs to address whether its LOS estimates for this intersection are based on overall traffic, averaging delays for all directions and vehicles; they are not consistent with current delays of 1-4 minutes by being caught at multiple signal cycles between Intersections #14, #16, and #17 on approaching the Metro Universal City Station, serving the Project Area. While not every bus is caught at each of these intersections, the cumulative impact of this problem adds up to thousands of hours of lost productivity for passengers and operational costs for Metro.

In addition, by using statistics based on averages per vehicle, rather than by passenger trip, the Applicant's model does not reveal the significant nature of the impact on existing transit riders as well as the likelihood of Project tenants, visitors, and residents to use this transit service. On p.825, Figure 45A indicates that 361 of 2,432 vehicles passing through the intersection during AM peak hours are turning from eastbound Ventura Boulevard to

eastbound Campo de Cahuenga. Using the data on p.755, Table 25, with 37 Line 150/240 passengers/trip x 6 peak hour trips plus 46 Line 750 passengers/trip x 12 peak hour trips, i.e., the Applicant's assumptions, 774 passengers are currently being carried. When added to the 361 vehicles at a "typical auto capacity of 1.20 persons per auto in the Study Area" (p.205), at least 1,186 individuals are currently making a left-turn from eastbound Ventura Boulevard to eastbound Campo de Cahuenga during the AM peak hour. Under the Future With Project Scenario, 962 vehicles would be making this turn, implying at least 1,907 affected people (and that is not taking into account any changes in transit ridership), while 3,769 vehicles would be passing through the intersection in all directions. Hence, LOS measurements averaging out the delay to 18 buses over 3,769 vehicles obscure the impact by person when taking into account transit ridership, which reveals that at least 1,907 individuals would be affected by this problem.

In order for the Applicant to receive the TDM credits associated with the Future With Project With Funded Improvements Scenario, these two mitigation measures must be included.

2. Shuttle System
The Transit Coalition agrees with the City of Burbank's recommendations that the proposed shuttle system be integrated with an existing transit provider, not only for the reasons Burbank identified, but also because it will increase the likelihood of use by potential transit riders who are less familiar with the Project Area through integration with existing system maps and online trip planners. In particular, regardless of who the operator is, it is essential that the services consist of fixed-routes with published timetables. We believe the optimal scenario may be for BurbankBus to operate the new shuttle from Universal City Station through the Project Area to downtown Burbank, with the Applicant establishing an agreement with Metro to increase service on Line 222 on Barham Boulevard.

As with Ventura Boulevard, frequency of service and speed of travel are crucial factors to induce mode shift to transit. Hence, we recommend 10 minute peak and 20 minute off-peak headways. Both the peak-hour lanes on the North-South Road and an additional, reversible lane on Barham Boulevard should be High Occupancy Vehicle (HOV-3) lanes to encourage carpool, vanpool and transit usage. Given the existing and latent demand for travel on Barham Boulevard, even HOV-2 would be insufficient to produce the trip time reductions sufficient to induce modal shift; HOV-3 or bus-only restrictions would keep free-flowing conditions in those lanes. These improvements would reduce travel time, enabling greater frequency for the same cost, which in turn justify greater TDM credits through higher transit usage.

3. Transit Passes
The Transit Coalition would support the provision of free transit passes, such as the current EZ Pass, that would provide free access to both Metro and BurbankBus services. We note, however, that the benefit here is primarily derived from convenience; higher-income individuals tend to have a low level of price elasticity of demand with respect to transit. In other words, even offering transit for free does not necessarily have a major impact on whether higher-income individuals will use it. To the extent the Project develops housing aimed at lower incomes, the trip reductions generated by this mitigation measure will increase. Hence, unbundling the cost of parking from the housing units would need to be part of the Project's mitigation measures in order to justify the proposed TDM credits.

4. Other Transit Impacts and Analysis
On p.619, both the peak-hour lanes on the new North-South Road and the additional lane on Barham Boulevard need to be High Occupancy Vehicle (HOV-3) lanes to encourage carpool, vanpool and transit usage. Given the existing and latent demand for travel on Barham Boulevard, even HOV-2 would be insufficient to produce the trip time reductions sufficient to induce modal shift; HOV-3 or bus-only restrictions would keep the free-flowing conditions in those lanes necessary to operate on-time, high-reliability transit services that would induce modal shift by riders who are not transit-dependent.

On p.669, the Applicant proposes to widen "the northbound off-ramp at Universal Terrace Parkway (Campo de Cahuenga Way) to provide a free-flow right-turn lane from the off-ramp onto eastbound Universal Terrace Parkway (Campo de Cahuenga Way)." This measure will create a conflict with the existing buses on Campo de Cahuenga Way attempting to make a right-hand turn into the Universal City Station Transit Center.

Moreover, this significantly increases the hazard to pedestrians crossing the bridge from the subway to the Caltrans Park and Ride facility, since they will not be visible to drivers when crossing the right-turn lane. The Transit Coalition recommends against this proposed mitigation measure. If this measure is kept, it is absolutely necessary for the safety of buses and pedestrians that the right-turn lane be signalized as a part of Intersection #22 to prevent drivers from killing pedestrians inadvertently as a result of the mitigation measure's design.

On p.697, the Applicant acknowledges that 30 parking stalls from the Caltrans Park and Ride facility would be lost in order to build the new freeway on-/off-ramps at Fruitland Drive. However, the Applicant is incorrect in stating that "substitute spaces would be available in the Metro Transportation Authority (sic) and County of Los Angeles Park and Ride Facility."

These parking lots are almost invariably full by 7:45 A.M. on weekdays, so there is no current spare capacity to offset this mitigation measure. If Metro Universal (Related Project #65) does not proceed, this would be an unmitigated impact.

On p.751, Table 24 states incorrect service levels that affect capacity assumptions for the following:

- Lines 150/240: midday headways range from 15-25 minutes, so it is inaccurate to select the minimum headway; the average midday headway for this line pair currently is 20 minutes.
- Line 750: as noted before, the eastbound morning headways to Zones A & B is every 10 minutes; given the commercial nature of these zones, more trips will be coming to rather than departing from them, as evidenced by the Project-Only trip results at Intersection #36, so the correct A.M. headway to use would be 10 minutes. Also, midday headways are now every 30 minutes.

On p.755, Table 25 uses an incorrect capacity for Line 96: this is contracted service by a private operator using a smaller bus; the capacity is lower than 50, with maximum load patronage already exceeding capacity during PM hours at times.

III. Bicycle Facilities

The Transit Coalition supports the request of bicycle advocates and the City of Burbank that the Applicant participate in completion of the Los Angeles River Bicycle Path between Barham Boulevard and Lankershim Boulevard along the Los Angeles River. Given the significant elevation gain on the North-South Road, through bicycle traffic will be better served with a shorter, direct, level path along the river. Implementation of this mitigation measure would be a component of evidence to support the study's claimed TDM and non-motorized transportation credits.

IV. Pedestrian Accessibility

No single impact of the Project causes greater concern to The Transit Coalition than on pedestrian accessibility at Metro Universal City Station, which is located at Intersection #36. The mitigation measures proposed to address LOS at this intersection would cause irreparable harm to pedestrian accessibility in a number of ways. In order to have a bridge that is compliant with the Americans with Disabilities Act, the structure would have to be of a size that would require a significant amount of time for pedestrians to scale and descend. Moreover, the bridge would only connect the subway entrance with the Project Area; however, the removal of crosswalks would impede riders switching between through buses on Lankershim Boulevard and the transit center. Far from being an amenity, the bridge will be an impediment to pedestrian movement.

While the agreement between Metro and the Applicant stipulating the construction of this facility predates the Project, the Applicant has the ability to renegotiate with Metro the terms of the agreement. We request that the City of Los Angeles require that the Applicant release Metro from the obligation to build this bridge in return for the following:

- Diagonal crosswalks at Intersection #36, together with signage and signal timing modifications that enable pedestrian-only crossing time in return for eliminating pedestrian crossings when vehicles are moving
- 50-50 split between the Applicant and Metro of the cost savings to Metro of foregoing the bridge
- Commitment by Metro to apply 100% of its cost savings to increasing service on Lines 150, 240, and 750
- Receipt by the Applicant of additional TDM credits

By eliminating pedestrian crossings while vehicles are moving, the Applicant can improve LOS at this intersection at a fraction of the cost of the bridge, and share in multi-million dollar cost savings at the same time. As indicated by LADOT at www.ladot.lacity.org/pdf/PDF127.pdf, the cost of the diagonal crosswalk is a mere $7,000, vs. several million dollars to build a bridge no one needs.

V. Parking

For the reasons described above, in order to justify the TDM credits, all residential parking needs to be unbundled from the cost of housing. Specifically, the condominium/owned parking ratios should be reduced to or below the apartment/rental parking ratios for both residents and guests.

In addition to residential parking, The Transit Coalition has identified excess parking requirements in the retail portion of the development, the elimination of which would not only enhance pedestrian accessibility, but also reduce costs for the Applicant. These include reducing child care center parking ratio: this should be a "kiss and ride", parking for employees only (and the employees should be provided with incentives to use other modes). The hotel parking requirement should be reduced to 1 space per 3 guest rooms, given the exceptional transit accessibility and co-location with destination, with unbundled parking costs

Likewise, the community shopping center and restaurants should have a higher shared parking reduction than 2% to account for the differences in customer volumes between stores:

- Estimated peak demand in Table 47 is 396, below the 460 spaces required under Specific Plan
- We recommend a 15% reduction per square foot to leave a 5% unutilized contingency capacity
- Given the number of lower-wage jobs in the retail sector, free transit passes should be made available to all employees to encourage transit use and further reduce parking requirements

Conclusion

In summary, The Transit Coalition requests that the Applicant and the City of Los Angeles agree to implement the mitigation alternatives that we have described above in order to justify the TDM credits at a modest overall cost and in some cases even a savings to the Applicant.

Sincerely,

Bart Reed

Bart Reed
Executive Director

Letter No. 78

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan

1 message

Rachel Torres <rtorres@unitehere11.org> **Mon, Dec 6, 2010 at 11:54 AM**
To: jon.foreman@lacity.org

Hi Jon,

It may be too soon in the development to confirm this question, but I am wondering if there will be new food service in this project. Currently, at the studios, there are multiple food service operations. I am wondering if this new project will add more.

Thank you.

The NBC Universal Evolution Plan (the "Project") includes 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, as proposed, would involve a net increase of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans.

--
Rachel Torres
Research Analyst
Unite Here Local 11
464 S. Lucas Ave., Suite 201
Los Angeles, CA 90017
Phone: (213) 481-8530, Ext. 275
Fax: (213) 481-0352

Letter No. 79

Universal City North Hollywood
Chamber of Commerce
5369 Bellingham Avenue
North Hollywood, CA 91606
(818) 508-5155 Fax (818) 508-5156

January 17, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

The Universal City/North Hollywood Chamber of Commerce is impressed at the depth in which the NBC Universal Draft EIR explored traffic and other transit-related issues. As an organization whose members own businesses and work very near NBC Universal, it is critically important that our clients, customers and employees be able to access local businesses. The traffic mitigations and other improvements proposed by the applicant will ensure that vehicles continue to easily navigate local roadways.

Additionally, the job creation and substantial revenues that will result from the Evolution Plan will also help ensure the long-term viability and vitality of the Valley's entertainment and tourism industries, both of which are critical to the local economy.

The Board of the Universal City/North Hollywood Chamber of Commerce strongly endorses the NBC Universal Evolution Plan and the many benefits it will bring to the San Fernando Valley.

Best Regards,

Victor N. Viereck
President

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 80

RECEIVED
DEC 13 2010

NBC UNIVERSAL "EVOLUTION PLAN" DEIR
COMMENTS BY J. PATRICK GARNER
DECEMBER 13, 2010

My name is John Patrick Garner. I live at 10211 Valley Spring Lane – just across the golf course from Universal City. I have been involved in noise issues at Universal since 1989 – as the founder of the Toluca Lake Residents Association during the last Universal Master Plan process and currently as Chairman of the Universal Noise Committee of the Toluca Lake Homeowners Association.

THE ISSUE

The DEIR is correct in mandating the establishment of a noise monitoring system for years of construction related noise if the current Master Plan is approved.

The DEIR is absolutely wrong that the majority of the other noise sources at Universal City do not impact the nearby community as they do not generate enough noise to be audible above ambient noise levels at the receptors in the project area. The issue is not decibels it is noise that disturbs Universal's neighbors in a major way.

THE REMEDY

NBC Universal (NBCU) has itself recognized that even existing noise from Universal City is a problem for the surrounding community and has therefore established a senior management level task force to deal with existing noise. This NBCU Core Response Team composed of two Senior Vice Presidents and two Director level NBCU management employees is in the process of setting up a very comprehensive program to deal with the current non-construction noise that the DEIR says will not be a problem in the surrounding community.

The remedy that should be mandated in the DEIR is to make the process now being developed by senior management at NBCU to deal with community complaints about noise from Universal City permanent as a condition of the approval of their Master Plan.

HISTORY

Residents living close to Universal City have been involved with NBCU on the issue of noise in our community for at least 30 years. The pattern has been – a problem develops and action is taken to solve that problem. What has been lacking is a sustainable on-going program at NBCU to effectively deal with noise issues.

Early on our community's efforts resulted in the Universal Amphitheater being covered. In the late 1990's local residents were very involved in Universal's proposed Master Plan. Many filings were made through our attorney at Sheppard Mullin Richter and Hampton on issues related to noise. Universal eventually ceased pursuing that Master Plan but as a result of the interaction with local residents during the process NBCU recognized that noise was a problem (even though the DEIR for that project stated that it was not) and many constructive changes were made to lessen the impact of noise on our community.

Several months ago noise from Universal City again reached a level that caused local residents to mobilize. The community established its own "noise hot line" and scores of noise problems were

documented. The result has been a process involving senior executives from NBCU and the leadership of Toluca Lake homeowner groups to once again deal with noise from Universal City in our community. Unfortunately, last Saturday the new process broke down entirely and we had one of the worst full days of noise in recent memory. The procedure to get on top of the noise quickly outlined below was not executed and the senior management team does not yet know why there was so much noise.

CURRENT MASTER PLAN

NBCU is again pursuing a new master plan for Universal City and will soon be taking direction from the SIXTH OWNER in the last 20 years. Local residents are very concerned that once the current NBCU noise initiative has run its course we will be dealing with years of new noise issues from construction and new venues without a process that NBCU and its latest owners are mandated to keep in place. We know from the noise issues that arose during the recent reconstruction of NBCU's back lot after the fire that there will absolutely be serious noise issues to deal with.

NBCU'S CURRENT SENIOR MANAGEMENT LEAD COMMUNITY NOISE INITIATIVE

The initiatives underway and in review by the senior level NBCU Core Response Team related to noise include:

-A Noise Hotline staffed 24/7 by a company representative will take calls and emails related to noise. Immediately following the complaint, an email will be sent to the NBCU Core Response Team (currently two Senior Vice Presidents and two Director level NBCU employees). Within 24 hours, the complainant will receive a call or email from the Core Team with a response to their complaint. This new response process has been reviewed and approved by top NBCU management and the Core Team will be held accountable for adhering to it. This process was recently put in place and the community has been notified but it must be made permanent.

-A monthly newsletter will be distributed to community residents which will include a report on the number and nature of calls related to noise and what has been done. This initiative was recently implemented but must be made permanent

-NBCU will create a computer mapping program to identify current and potential noise generators at Universal City and will use this program to identify and correct existing noise problems and in planning all future construction and venues. This initiative has begun but it must be completed, used during the proposed master plan construction period and be made permanent.

-NBCU will use the best available noise suppression technology to retrofit existing sources of noise and in all new construction and venues. This initiative has begun but must be completed for all existing sources of noise and all new construction and be made permanent.

-NBCU will establish allowable decibel levels for all sources of noise at Universal City. Noise levels will be measured on site. NBCU will insure that they are not exceeded. This initiative has not been agreed to by NBCU but is essential for dealing with noise now and in the future.

-NBCU will host regular meetings of community leaders to discuss noise issues. This initiative is underway. These meetings must be held monthly during any period of new construction or venue modification and must be made permanent.

SUMMARY

Over 30+ years of our community's dealings with NBCU on noise issues NBCU has eventually taken action to address current problems. What is required now is a permanent and effective on-going process that NBCU is required through this Master Plan to implement. This is especially critical now as our community is facing years of serious construction related and other noise if the current Master Plan is approved. History has proven that without this requirement our community has no option except waiting for the next noise problem and then prodding NBCU to take action.

J. Patrick Garner
10211 Valley Spring Lane
Toluca Lake, CA 91602
818-753-8331
jpgarner@sbcglobal.net

The Valley Economic Alliance

Better businesses. Better jobs. Better communities.

Letter No. 81

RECEIVED
JAN 27 2011
L. M. Salazar

January 26, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan File #ENV-2007-0254-EIR

Dear Mr. Foreman:

One of the primary objectives of The Valley Economic Alliance is to grow and strengthen the local economy. We believe a strong economy fosters new business development which in turn improves the quality of life for everyone in the region. Fundamental to that objective is retaining, expanding and attracting businesses and adding high-quality jobs.

The Alliance believes that NBC Universal's 20-year blueprint for development at Universal City meets this objective. This project should generate 43,000 jobs throughout Los Angeles. While this is impressive at any time, it is even more impactful given today's unemployment and underemployment rates.

While the Economic Alliance's primary focus is on job creation and retention, there are other benefits that we applaud. For example, the project will generate new economic activity and new revenues to the City and County. Additionally, this development aids two of our area's most vital industries, entertainment and hospitality.

For these reasons, we consider this project to be vitally important and tremendously beneficial to Southern California.

Sincerely,

Ron L. Wood
President and CEO

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

5121 Van Nuys Blvd, Suite 200
Sherman Oaks, CA 91403

T 818 379 7000
F 818 379 7077

www.TheValley.net

Letter No. 82

February 2, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

On behalf of the Valley Industry & Commerce Association (VICA), we are writing to express our comments on the Draft Environmental Impact Report (DEIR) for NBC Universal's Evolution Plan.

VICA recognizes that the proposed Evolution Plan will bring significant benefits to the local and regional economy as well as improve the quality of life in the surrounding area. The project will not only transform the current property, but it will also contribute to the overall appeal by being a model transit-oriented development as well as an innovative green development.

VICA encourages long-term planning for developments that are significant to the creation and preservation of jobs and a healthy jobs-housing balance. As detailed in the findings of the Draft EIR, the Evolution Plan will both create jobs and add new housing at one central location. VICA believes that locating housing next to businesses and transit is the blueprint for future prosperous growth in Los Angeles. Universal's plan appears to be a model of infill development and represents an economic catalyst for the future.

NBC Universal has been and continues to be dedicated to being a proactive member of the community. They have invested in the future of Los Angeles, and a key part of their culture is giving back to the communities they are part of, through volunteering and philanthropic giving.

Sincerely,

Daymond Rice
Chair

Stuart Waldman
President

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

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

2/8

Letter No. 83

RECEIVED
CITY OF LOS ANGELES
FEB 04 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU
1:22 pm

February 4, 2011

North and South Weddington Park
Park Advisory Board
10844 Acama Street
North Hollywood, CA 91602

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

On behalf of the non- city employed members of the Weddington Park PAB (Park Advisory Board) we thank you for the opportunity to respond to the proposed NBC Universal Evolution Plan (Project) Draft Environmental Impact Report. We respectfully request that all comments be considered as questions and all issues below responded to as such.

We are aware that in their January 26, 2011 response to the Project DEIR the County of Los Angeles Department of Parks and Recreation determined that the said Project "will not affect any Department facilities." This response was signed by Joan Rupert, Section Head, Environmental & Regulatory Permitting. We do not question this finding given the "letter of the law" but question it in terms of the "spirit of the law."

Our Parks, especially South Weddington, will be greatly affected by the Metro Universal Project if it goes through as proposed. We feel that the Metro Universal Project and the Universal Evolution Plan are inextricably interlinked and cannot be viewed one with out the other. Communities United for Smart Growth (CUSG a 501 C3) goes into great detail regarding this bifurcation in their response and we support their position. The Evolution Project DEIR states in the Summary page 111:

> "The Metro Universal Draft EIR concludes that the proposed Metro Universal project would result in the following significant visual character and views impacts: (1) significant visual character impacts due to proposed development from portions of Weddington Park (South) and Lankershim Boulevard as well as from Campo de Cahuenga Way, respectively; (2) significant visual character impacts due to signage at the locations identified above as well as from portions of the Hollywood Freeway, Ventura Boulevard; Weddington Park (South); ... **With the proposed Metro Universal project, the Project development on Lankershim Boulevard would be even less visible from Weddington Park (South) than under Project conditions.**"

214

(emphasis added)

In the quote above the Project DEIR is using the proposed Metro project as a "buffer." So, with the Metro Project we will experience cumulative impacts and without the Metro project this board believes that there would be more direct impact from the proposed Evolution Project.

Not withstanding the above, adding the additional 5 million square feet of development in the Evolution Plan with 2,937 residential units, 6,000 residents, a 500 room hotel, additional Theme Park facilities along with a planned increase of 1.5 million more tourists on top of the 1.5 million Square Feet of development in the Metro proposal we claim that both South and North Weddington will be affected by increase usage and environmentally by the "significant and unavoidable impacts" (as stated in the DEIR) on air and noise.

Quimby Fees

It is our understanding that the current Quimby Fee that is in effect demands that in subdivisions containing more than 50 dwelling units, the City allows developers to dedicate parkland in lieu of paying fees. These fees, were they paid, would be used to create new park space or be invested in existing park space within a specific distance from said project. This Project has opted to invest within their own development.

We strongly request that the Quimby fees that would have been demanded of this Project be invested in Weddington Park, North & South and any other existing local and regional parks. We feel these fees should benefit the existing community and not the developer. Especially given the ambiguous phasing in the Project DEIR and the ambiguous open and park space to be developed pursuant to the number of residential units, we believe that in these harsh economic times and the cutbacks in park programs and personnel, that those fees can better serve the existing facilities.

Open Space

The DEIR speaks in very general terms regarding park space, open space, walking and bike paths, meeting rooms etc. In its Parks section *[DEIR, IV.K.4 Public Services – Parks & Recreation, page 1774]* identifies the requirements for both neighborhood parks and community parks. Since NBC Universal has stated in many meetings since the first introduction of the original Vision Plan that the park space in the residential component is intended to be for the use of everyone in the larger community, it seems clear that the open space is intended to be a Community Park.

Where in the DEIR does it state that the open space is in the category of Community Park?

Furthermore, the DEIR relies on non-public space for its calculation and still appears unable or unwilling to meet the City's Public Recreation Plan *[page 1794]*, which is a portion of the 1980 Los Angeles General Plan.

Why can this Project not meet the minimum requirements of open space (4 acres per 1000 residents) that is required for a Community Park?

If the open space is to be truly utilized by the entire community, as well as the employees of NBC Universal and other businesses on the lot, it seems evident that a great deal more open space should be supplied. It is clear to this Board that the Project must meet the minimum requirements for a Community Park.

This Board does not accept, in the particulars of this case, such areas as planted medians to be open space useable by the public. We would accept only active and passive park space open to the public.

Is any portion of the open space calculations based on such features as terraces, balconies or patios attached to individual residential units?

It is the responsibility of a PAB to look out for the health, wellbeing, proper usage and care of their park facility. We are very proud of our park. We are proud of our staff and what they have accomplished and how they have successfully grown programs given the current financial challenges. This Project, if built to its proposed size over a 20-year period, will have a tremendous impact on the facilities that this park offers. We ask that it benefit from this development and not be diminished.

We also want to express our concern and disappointment in this Project's virtual dismissal of the Los Angeles River. The LA River separates North and South Weddington Parks and is very important to us. This Project has the ability to open up public access to this regional resource and its recreational and environmental possibilities. Even if the argument is given that it is not their responsibility there is moral responsibility as well as good faith considerations for the surrounding communities and the City's LA River Revitalization Plan and the County's LA River Master Plan. We see the possibilities of the Los Angeles River and the DEIR denigrates as it repeatedly refers to it as the Los Angeles River Flood Control Channel.

Doesn't this give pause as to their sincerity regarding open/park/ recreational use when they ignore the LA River, a great resource?

They have adamantly refused to place their Bike Path along the River and have snaked it up and down impossibly steep hills and exit it into dangerous traffic on Lankershim Boulevard.

Is this plan consistent with the draft City of LA Bicycle Plan?
Has it been reviewed by the LA Department of Transportation Bicycle Program?
If so, has it been approved?

<u>Incorporation of Other Responses</u>

The Weddington Park PAB joins the following organization in their comments

and objections and other matters raised in their filings to the NBC Universal Evolution Plan DEIR, and incorporate those comments and objections in this response as though set forth in full herein.

Communities United for Smart Growth
The Santa Monica Mountains Conservancy
Friends of the Los Angeles River

Submitted by:
Park Advisory Board
(Non-City employees)

Terry Davis
Theresa Franklin
Tracey Monroe
Andrew Feola
Hynsook Cho
Marsha Spector
Victoria Brown

Letter No. 84

Arutyun Agaronyan
1295 Kittridge Street
North Hollywood, CA 91606

RECEIVED
JAN 18 2011
BY: Mralazan

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I don't work in entertainment, but I can see how the industry would benefit from NBC Universal's Evolution Plan. With the project's new soundstages and production facilities, there will be more compelling reasons to keep production – and jobs – here in Southern California.

I urge you to keep this in mind and move the project through the approval process quickly.

Cordially,

Arutyun Agaronyan

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 85

RECEIVED
JAN 25 2011
BY: Msalazar

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File ENV-2007-0254-EIR

Dear Mr. Foreman:

Since I am concerned about traffic related to the Universal Plan, I was glad to read in the Draft Environmental Impact Report that these issues were being addressed. Among the improvements important to me are the changes to Barham and Lankershim boulevards which are desperately needed to improve traffic flow. Also, the proposed shuttle system that will link the MTA station, the studio and businesses in Burbank, Hollywood and West Hollywood will help in getting people out of their cars. Promoting alternative forms of transportation and encouraging employees and residents to walk and use public transit is what we need in the community.

Traffic in Los Angeles is difficult but what will happen if the plan does not go forward and the investment in these traffic solutions is not made? We'll lose the jobs and watch traffic continue to get worse. I don't believe that is good for our city.

Regards,

Vorsper Aiwize

Vorsper Aiwize
1615 N. Wilcox Avenue, #1385
Hollywood, CA 90028-6205

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 86

Jon Foreman <jon.foreman@lacity.org>

Evolution Plan

Nicole Alaimo <nicolealaimo73@gmail.com> **Fri, Feb 4, 2011 at 12:49 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,
I am writing to express to you my strong opposition to the proposed project for 5 MILLION square feet of new residential and commercial space in this area. Anyone who has spent a fraction of time on Barham Blvd. knows this already congested thoroughfare cannot possible facilitate an 80% increase in traffic. Nor do we wish to sustain significant impacts to our air quality, noise and solid waste.
We live in Lake Hollywood within earshot of the intersection of Barham blvd. and Lake Hollywood Drive. At least once a day, if not more - every single day we hear the screeching of tires at that stop light. Thousands of people use that road daily to get to Burbank, Warner Brothers, Universal Studios and Toluca Lake. Even if there is a separate entrance for the Evolution Plan project (as I have been told has been proposed) the additional population of the area will certainly have an adverse affect - regardless of the additional jobs and revenue it may create.

In all honesty, I am not even sure how a project like this can even be considered, since it is so obviously in violation of the California Environmental Quality Act. Which, as I'm sure you know, basically states the following: "under the principle of CEQA, a proponent cannot create an impact without mitigating for it. In other words, a project must not contribute individually or cummulatively to the degradation of the California environment."

Please consider my voice and the voices of all my neighbors who feel the same way. WE DO NOT want this proposed project to become a reality.

Sincerely,
Nicole Alaimo

Letter No. 87

Jon Foreman <jon.foreman@lacity.org>

Evolution and Metro Universl Plan

1 message

raymond aleman <raymondaleman@att.net> **Fri, Jan 28, 2011 at 9:44 AM**
To: jon.foreman@lacity.org

I am a concerned property owner living on the Island of Studio City for thirty-eight years.

I am writing you regarding File # ENV-2007-0254-EIR.

First, I want to inform you that I am not against logical progress or improvements made by the city. I was totally in favor of the Metro Station at Universal City because the city needed this system badly.....to get cars off the freeways and streets in order to improve the air quality.

Second, to even think that more traffic can be imposed on Lankershim Blvd is totally illogical and a disservice to the whole community.

Third, I am apposed to the change of rezoning of property opposite from Universal. By changing to property of LA County from LA City would allow taller structures that would adversely affect the island community.

Sincerely, Raymond W. Aleman
10739 Valleyheart Dr.
Studio City, Ca 91604

Letter No. 88

Jon Foreman <jon.foreman@lacity.org>

We are against more buildings near us.

alicia and tommy <mindanao44@aol.com> **Wed, Feb 2, 2011 at 10:31 AM**
To: jon.foreman@lacity.org

Please stop all these plans since it will only impact the horrendous daily traffic we already suffer through daily on Barham-Cuhuenga Boulevard. Why don't your commitee travel these roads daily and see for themselves. It's a parking lot when one lane is closed. There is just no way around it. PLEASE! PLEASE! PLEASE! STOP!

Letter No. 89

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

REF: File #: ENV-2007-0254-EIR

Dear Mr. Foreman.

I think that NBC Universal's Evolution Plan makes a lot of sense and it's something that I support primarily for two reasons. First, the jobs it will create. City officials need to do whatever they can to get this economy moving again and getting people back to work is the first step in the right direction.

The second reason the Evolution Plan makes so much sense is the new housing that will be created. There's a housing shortage in Los Angeles and this is just the kind of housing we need to be building--housing that's near public transportation

I was pleased to learn from the EIR report that the Universal Plan will build new housing next to the existing residential community. I was also impressed that they will take into consideration existing view corridors. It looks like the project design regulations have thoughtfully considered the neighboring sites.

Respectfully,

Alvaro Amador
5535 Carlton Way, Apt.#305
Los Angeles, CA 90028-6827

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 90

Edith M. Anderson
14637 Magnolia Blvd Apt 2
Sherman Oaks, CA 91403

January 25, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal project (ENV-2007-0254-EIR)

Dear Sir:

I am writing to express my support for the NBC Universal Evolution project.

The Draft EIR shows that NBC Universal is willing to make significant investments in transit improvements. Offering residents transit passes, and connecting the property to transit options such as the Metro, bus lines and new shuttles, will encourage and incentivize people off the roads and improve air quality and traffic in Southern California.

It appears that there are also extensive measures to control and limit air pollution during construction. Requiring contractors to use diesel particulate filters and comply with control measures like limiting truck idling and keeping all construction equipment in proper tune will certainly reduce AQ impacts during construction.

Sincerely,

Edith M. Anderson

Edith M. Anderson

CC: Mayor Villaraigosa
Councilmember LaBonge
County Supervisor Yaroslavsky
Director of City Planning LoGrande
Director of County Planning Bruckner
Darnell Tyler, NBC Universal

3/A

Letter No. 91

Gordon Antell
739 S Griffith Park Dr
Burbank, CA 91506

February 1, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I'm writing to comment on NBC Universal's Draft Environmental Impact Report (DEIR). First let me say that I appreciate the opportunity to provide my input.

My biggest concern is utilities and how a project of this magnitude will impact them. I was most pleased to learn in the DEIR that the Evolution Plan will have no significant impact on water. I pleasantly surprised to learn that Universal is already a large user of recycled water and that it will expand its use of recycled water with this project. I was also happy to learn about all the water conservation features that are planned for the residential units.

In addition to those water conservation measures I was glad to read about the numerous design features that will reduce energy use as well as the new infrastructure that is planned. I would hope that the new DWP substation planned will not only meet the needs of the new residences but will also likely improve the reliability of electrical service in the area.

I couldn't hope to read the DEIR in its entirety, but from what I have reviewed this project is amazing. It's providing jobs, housing, it's near mass transit, promoting tourism and it's doing all this with our natural resources and the environment in mind.

Thank you for listening.

Best,

Gordon Antell

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor
Hon. Tom LaBonge, City Councilman
Hon. Ed Reyes, City Councilman
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 92

Denise Anthony
1326 Benedict Canyon Drive
Los Angeles, CA 90210

January 28, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Sub: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I'm excited about the new NBC Universal Evolution Plan and love all the benefits it will provide to our community.

I moved to this community because of its character and charm and I enjoyed being a neighbor of NBC Universal for several years. I've moved a bit further away, but I still own rental property in the area and have always found Universal to be a great neighbor.

I'm delighted that the project will bring much needed housing to the area. And I was pleased to learn through the Draft EIR that so many environmental and conservation measures were planned for the residential units.

Everything about this project is well planned and designed. People are tired of commuting and paying high gasoline prices. Local businesses can look forward to increased sales and the City can look forward to increased tax revenues. What could be better?

Sincerely yours,

Denise Anthony

Denise Anthony

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Fourth District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 93

1/20/11

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File #ENV-2007-0254-EIR

Dear Mr. Foreman:

The city's environmental impact report illustrates what a thoughtfully designed project NBC Universal is proposing. This type of development with its mix of uses, public amenities and traffic investment should be promoted and gladly has my support. Improvements to studio production facilities, CityWalk and the theme park, together with the new residential and commercial space, will generate business and create work.

I appreciate the studio's commitment to invest in the region given today's economic conditions. The reality is that Los Angeles has been in want of new investment and this plan could be the reinvigorating shot in the arm that our city needs.

Sincerely,

Ryan Astamendi

3216 W. Valley Heart Drive
Burbank, CA 9105-4739

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 94

Jon Foreman <jon.foreman@lacity.org>

NBC Universal "Evolution Plan" Draft Environmental Impact Report

j <sdel1011@yahoo.com> **Tue, Feb 1, 2011 at 6:29 PM**
To: jon.foreman@lacity.org

I am opposed to the Evolution Plan for NBC Universal! I have lived in this for approximately 25 years and belong to the HKCC!

We already have a tremendous problem with traffic without any development going on at Universal Studios! Traffic is worst now then ever before and the City, County has done nothing to relieve the problem that exist for over 10 years! The trouble with the amount of square footage is unrealistic given the only way in or out of los angeles is thru barham and or the 101 freeway! If you ever try and make it up barham in the mornings or evenings it could take up to 30 min to go 1 mile and that's just from the bottom of barham blvd.! I'm not opposed to the development just the scope and magnitude of the overall plan! Universal need to put in ***before construction begins all the infrastructure before they begin any construction of their project***! If they are doing any street improvement they should put up the money and build out that first! ***If they are depending on Federal/ County bonds they can forget it because the infrastructure will never be built! The State, County, Federal Government are broke*** and will not be able to provide relief that Universal is seeking! Universal needs to put of the money to builds the roads, bridges, widening of the street, ingress and egress out of there property first and foremost before construction begins! Universal is saying they will have a tram to move people from and to the metro stations as if that going to make a difference with traffic! That does nothing to traffic on the surface streets at all! At that meeting at Universal Hilton I don't know anyone or would guess that 98% of the people at the meeting drove! Metro stations basically are for the workers and thats it! I don't know anyone who is going to buy a 500K home or more that takes the metro! Thats wishful thinking! You can't just give them **Carte blanche** to a project and spans 20 years! Things change rapidly and maybe 10 years from now you will regret the decision that allows them to build out this project! I don't believe anyone in the city has read this 20 thousand page report in detail and understand the scope and impact it will have on the overall community!

charles audia
P.O. Box 38517
Los Angeles CA 90038

Letter No. 95

December 2, 2010

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I am impressed by Universal's mixed-use plan and like the ideas proposed, especially concerning the transportation improvements. With a project of this scale, I was pleased to learn about the various rideshare and carpool programs that will be employed to address traffic issues in the area. I also understand improvements will be made to the heavily-traveled Lankershim Blvd., Barham Blvd. and Forest Lawn Drive. The new shuttles to Hollywood, Burbank and West Hollywood are a wonderful idea and a service I believe many in the community would like to use. Will these shuttles be available to the public? As a local resident, I would love to do my part for the environment.

Sincerely,

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

5624 Fair Avenue, North Hollywood, CA 91601-1970

Dec 01 10 05:52p Lawrence Mattmorstein 818-762-1779 p.1
2010-12-01 17:29 G.WATKINS 3104548082>> 818 762 1779 p.2/2

RECEIVED
JAN 25 2011
BY: M. Salazar

Letter No. 96

January 21, 2010

NBC/UNIVERSAL EVOLUTION PLAN
DEIR

REFERENCE:
Case No. ENV-2007-0254-EIR
State Clearinghouse No. 2007071036

Jon Foreman—Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Mr. Foreman,

Thank you for publishing the monumental Draft Environmental Impact Report, for the NBC/Universal Evolution Plan. And, thank you for providing me with an opportunity to review and comment on this report.

MY GENERAL COMMENTS:

Significant and unavoidable impacts will occur as a result of this project—even after all of the proposed mitigation measures have been enacted. The impacts are identified in thousands of pages of analysis, charts, and maps. Air quality will be made unhealthy for my "sensitive receptor" neighbors and me. Circulation of cars, pedestrians, and bicyclists will be much more difficult and assuredly less safe. And yet, the conclusion of the analysis is that this project is consistent with the goals of regional development. How can this be?

Certainly, the community, the City, and the Region--benefit from additional jobs and tax revenue. But if the cost of that benefit is a net decline in the quality of life of the residents, is that a good bargain?

Unlike the numerous recent and proposed smaller projects in the area, this project (as well as the adjacent Metro Universal Project) is so vast and so ambitious, that it has triggered the "significant and unavoidable" designation. This Draft Environmental Impact Report shines a light on the reality that we have reached a "tipping point" of cumulative effects of recurring development. The issues are not limited to the people who live adjacent to this particular project. Everyone who resides in the Los Angeles region is impacted by the effects of accelerated increases in density development. "Regional Goals" must be adjusted to maintain a balance between "reasonable" economic development and quality of life.

If additional mitigation measures cannot be identified and implemented, this project should not be allowed to be developed to the scale as proposed.

TRAFFIC ISSUES/MITIGATION:

MISSING CONNECTORS--

Some years ago, when I first heard of the proposed Universal projects—now Metro Universal and Evolution Plan—I concluded that the traffic impacts to this area would be horrendous. Then, as now, I believe that infrastructure improvements must precede these projects. And, the number one improvement would be completing two of the "missing connectors" to the 101/134 Freeway interchange:

Westbound SR 134 to Southbound US 101
Northbound US 101 to Eastbound SR 134

Without this improvement—no amount of re-striping, turn lanes, and signal improvements will be effective to counteract the massive increase of vehicular traffic. So—I strongly disagree with the analysis finding of Appendix O—Alternative Traffic Analysis/Regional Highway Improvements—that improving these connectors "were found not to be beneficial to mitigate Project traffic."

I hope that this mitigation measure will be reconsidered.

BARHAM/FOREST LAWN PEDESTRIAN OVERPASS--

I read that a pedestrian overpass is likely for over Lankershim, between the Metro station and the Universal Studios. A pedestrian overpass is also needed near the intersection of Barham Blvd. and Forest Lawn Drive.

RIVER ROAD—

I oppose opening up the "Muddy Waters" river road (Universal property adjacent to and south of the Los Angeles River) to vehicular traffic. I would, however, favor opening it up to pedestrian and bicycling traffic.

NOISE/DUST MITIGATION:

TREES—

I would favor the planting of tall trees between the project site, and the Los Angeles River.

ALTERNATIVE TO RESIDENTIAL DEVELOPMENT:

I sincerely support the goal of upgrading the production capabilities of NBC/Universal. I also support improvements and expansion of the theme park portion of their business—as long as it does not keep me awake at night.

However—I do not support the plan to develop a new residential community.

First—I do not believe the proponent's representation that a significant number of the residents (of the nearly 3,000 dwelling units that are proposed) will be employed by Universal. This is optimistic, with no foundation in commitment from the company. And to suggest that these residents will be connected to the Metro "transit node" on a regular basis—is also overly optimistic. There is a steep hill to climb/descend between the "village" and the Universal Metro station. Depending on a privately maintained "shuttle" seems a dubious remedy to this physical impediment. I believe that most of these residents will use automobiles to commute to and from work and shopping locations—away from the project site.

I would prefer that Universal maintain the eastern portion of their property as a site for motion picture and television production. It is a unique resource. If, however, for business/economic necessity, the owner (GE or Comcast) wishes to give up one-third of their property, I believe there is a far better alternative land use, rather than selling it off to be developed as a residential community.

My suggestion would be to develop the property as the location of a foundation/library/learning center--dedicated to the historical legacy and future viability of the motion picture/television industry. It is a wonderful site for such an institution, and would be a tribute to the business pioneers, creative artists, and technological wizards who have contributed so much to the vitality of Southern California. I also believe it could be a popular attraction for tourists.

CONCLUSION:

The Evolution Plan is evidence of a positive commitment by NBC/Universal—to the future of their business, and to the economic viability of the Los Angeles area. However, if the proposed mitigations cannot lower the negative impacts to health and quality of life—to a level of insignificance—then one of two courses must be followed: Either implement more effective mitigation measures, or scale the project down.

Again, thank you for the Draft Environmental Impact Report on this project. I believe it is an important document to include in the ongoing conversation about the future of our home—Southern California.

Thank you—

Steven Baer
4128 Hood Avenue Unit F
Burbank, CA 91505

Letter No. 97

Leo Bandini
4220 W. Toluca Lake Lane
Burbank, CA 91505

January 26, 2011

RECEIVED
FEB 01 2011
BY

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Concerning: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I learned from the draft environmental impact report on the NBC Universal Evolution Plan that a number of steps are being taken to address traffic and parking. As a longtime resident in the area, I can't tell you how pleased I am that project planners are taking these issues seriously.

The guaranteed ride home program for commuters and a shuttle for residents are innovative ideas. I also like that the company is looking at flexible work schedules and telecommuting programs to help ease transportation issues.

NBC Universal has demonstrated that it is responsible in addressing traffic and parking and therefore, I support their Master Plan. I hope you will as well.

Sincerely,

Leo Bandini

Leo Bandini

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, 3rd District
Hon. Tom LaBonge, City Councilmember, 4th District
Hon. Ed Reyes, City Councilmember, First District
Michael LoGrande, City of Los Angeles
Richard Bruckner, Los Angeles County
Darnell Tyler, NBC Universal

Letter No. 98

February 1, 2011

Mr. Jon Foreman, Senior City Planner
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File#ENV-2007-0254-EIR

Dear Mr. Foreman,

I am a native of Los Angeles. I am familiar with the evolution of Universal City and its relationship with the surrounding residential and commercial communities. In the very early days of Universal's Theme Park, I was one of the 'Ambassadeers' for the Beverly Hills Visitors & Convention Bureau who brought tourists to Universal. I spent a lot of time at Universal then and over the years I've taken my children and grandchildren there.

It's common knowledge that people have difficult time dealing with change, and with progress.

Only a few years ago communities surrounding what were to become 'The Grove' were up in arms over plans for development. Those same residents, along with many other locals and tourists are now enjoying all the many wonderful things 'The Grove' offers.

I am excited about the plans your visionaries have for NBC Universal's site and I look forward to seeing it become a reality.

Sincerely,

Suzanne Bank
Creating Space for Passionate Living
www.suzannebank.com
818.760.2064

Letter No. 99

January 22, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Sub: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I'm excited about the new NBC Universal Evolution Plan and love all the benefits it will provide to our community.

I moved to this community because of its character and charm and I enjoy being a neighbor of NBC Universal. We have a perfect opportunity to assist the company not only in improving its production facilities, but also providing needed housing that is located near transit — an idea that is finally coming to fruition.

Everything about this project is well planned and designed. People are tired of commuting and paying high gasoline prices. Local businesses can look forward to increased sales and the City can look forward to increased tax revenues. What could be better?

Sincerely, Ann Mary Barkauskas

Ms. Ann Mary Barkauskas
10616 Bloomfield Street
Toluca Lake, CA 91602-2707

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Fourth District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 100

Jon Foreman <jon.foreman@lacity.org>

file no. ENV-2007-0254-EIR

1 message

Patricia Barnett <pattheeditor@mac.com> **Fri, Jan 28, 2011 at 8:43 AM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

I am writing to you once again to voice my concern over NBC/Universal's Evolution Plan and its probable impact on my neighborhood. I live in/on "The Island" in Studio City, 3 blocks away from Lankershim and the NBC/Universal lot. I have been in my home for about 11 years now, and one thing I know for sure is that the traffic noise level has steadily risen in the time that I have lived here. It is already sometimes difficult for me to sleep throughout the night, let alone enjoy a peaceful day, even with all my windows tightly closed.

I am worried that with this expansion, the traffic will increase tremendously, which will not only raise the noise level, but the smog level as well. Add to that the fact that there is only one way in and out of my neighborhood, and that is by entering Lankershim Boulevard at what will probably be its busiest intersection.

Light pollution is also a concern--from billboards, more tall buildings, etc. I understand that the Metro Universal Plan could bring even more tall buildings, adding more traffic and thus, more noise, air, and light pollution. It is my wish that plans of this scale be seriously toned down for the sake of us tax-paying citizens already living here.

Thank you for your time,
Patricia Barnett
4026 Denny Ave
Studio City, CA 91604

818-761-1349

Letter No. 101

Jon Foreman <jon.foreman@lacity.org>

NBC Universal "Evolution Plan" DEIR Comments

Jean T. Barrett <jeantbarrett@aol.com> **Thu, Feb 3, 2011 at 5:05 PM**
To: jon.foreman@lacity.org
Cc: dagibb@aol.com

Dear Mr. Foreman:

I have some questions and concerns about the NBC Universal "Evolution Plan" DEIR.

I live just off Barham Blvd. in the Hollywood Manor, which is only accessible via Barham Blvd. Several times a day, Barham Blvd. is gridlocked with traffic. The traffic is at its worst during the morning and evening rush hours and when there are big crowds heading to Universal Studios. When the additional 30,000+ car trips per day are added to the area around Universal City:

-- How will our elderly be able to receive emergency medical services and transport to hospitals if Barham is gridlocked?

-- How will we be able to get out of our neighborhood in case of emergency such as earthquake or fire?

-- Many motorists will learn to avoid Barham by taking Lake Hollywood Drive, Tahoe Drive and Beachwood Canyon through to Hollywood. Have the impacts of this new traffic pattern to the multi-million-dollar neighborhoods in Beachwood Canyon and Lake Hollywood Estates been considered in the DEIR?

If the project is approved, traffic on Barham heading toward the 101 Freeway will back up well into Burbank. I suspect that Warner Bros. won't be very happy when their studio audiences, staffers, visitors and stars can't get to the studio because traffic is backed up from Barham Blvd. to well beyond the studio entrance. How will the economic consequences to this major employer be mitigated?

Why is the Evolution Plan DEIR being considered separately from the Metro/Universal DEIR? Clearly they are one project and should be planned and mitigated for as one project. Have the impacts of each been considered cumulatively?

Why is the residential component of the Evolution Plan being built far from public transit? This is insanity, to place the ingress and egress for 3,000 homes at the foot of Barham Blvd. Barham will be impassible at most times of the day. The residences should go above the Metro Red Line station.

We need major traffic modifications that take traffic off of Barham Blvd., not the proposed little country lane that will wind its way through the Universal back lot.

The summary of the DEIR is 250+ pages long. Clearly the DEIR has been constructed so as to discourage any meaningful input from those who are not employed full-time in the field of urban planning.

The NBC Universal "Evolution Plan" lacks actual planning and will turn the Cahuenga Pass/Barham Blvd. neighborhood into a traffic-choked nightmare. Send NBC Universal back to the drawing board and have them incorporate ideas from Communities United for Smart Growth, such as the road along the LA River.

Sincerely,

Jean T. Barrett
David Alan Gibb

Letter No. 102

Jon Foreman <jon.foreman@lacity.org>

(no subject)

Brian Barrett-Marugg <bmarugg@hotmail.com> **Tue, Nov 16, 2010 at 5:25 AM**
To: jon.foreman@lacity.org

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

Mitigation Measure B-5 in the NBC Universal Evolution Plan EIR, as illustrated in Figure 78, which would add one more lane for cars to Barham Boulevard, would create an unacceptable safety hazard for cyclists traveling between Hollywood and Griffith Park. Many cyclists use Barham Boulevard in conjunction with local streets in Lake Hollywood and Cahuenga Boulevard East to travel between the Hollywood Hills and Griffith Park. The lanes on Barham Boulevard are now wide enough in many areas that cars and bicycles can share the lanes. The proposed mitigation measure would reduce the curb lanes to as little as 11 feet, creating an unsafe condition for cyclists.
While the proposed project would create bike lanes on its own internal "north-south" road, this road would not be accessible to cyclists coming from Hollywood unless they travel on unsafe portions of Cahuenga Boulevard, through the congested intersection of Cahuenga/Barham and then onto Buddy Holly Drive. No bicycle lanes exist on or are proposed for Buddy Holly Drive.
This project should not be approved unless safe bicycle facilities are retained on Barham Boulevard or suitable alternatives are provided by creating safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive between Lakeridge Place and the new "north-south" road.

Sincerely,

Brian Barrett-Marugg

Letter No. 103

ANTHONY BATARSE
11644 CHANDLER BLVD. NORTH HOLLYWOOD, CA 91601

January 26, 2011

Mr. Jon Forman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File#ENV-2007-0254-EIR

Dear Mr. Forman,

First, I'd like to thank the City and the Planning Department for the management and release of such a thorough document.

As someone who lives in the neighborhood, I have a great interest and stake in the NBC Universal Evolution Plan. If a project of this size is going to become part of the Los Angeles landscape I want it to be done responsibly, and with concern not just for the bottom line, but for those of us who are part of the community it will affect.

I must tell you that I am impressed by what's proposed. This project goes above and beyond, and has invested a great deal in transportation enhancements that include improvements to streets, signals, local freeways and freeway on-ramps, as well as connections to public transit. These changes won't happen without this project.

I want to see these transit improvements, the sooner the better.

Sincerely,

Anthony Batarse

CC: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor
Hon. Tom LaBonge, Fourth District Councilmember
Hon. Ed Reyes, First District Councilmember
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, County of Los Angeles
Mr. Darnell Tyler, NBC Universal

2/A

Letter No. 104

Tracy Baum
4956 Sunnyslope Avenue
Sherman Oaks, CA 91423

February 2, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File # ENV-2007-0254-EIR

Dear Mr. Foreman:

My review of portions of the Draft Environmental Impact Report found that the Universal Plan is designed to include new housing. With more and more people moving to Los Angeles every year, the housing shortage will only continue to worsen.

It makes sense that this housing will be located next to an existing residential community and it will be compatible with adjacent neighbors. The fact that it's right next to public transit is an added bonus.

I believe that this is the direction for prosperous growth for Los Angeles. Building housing next to businesses and transit is an idea that works all over the country and it's time we make it work here in L.A.

Sincerely,

Mr. Tracy Baum

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of LA
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 105

George Bekeffy
11910 Weddington St #301
Valley Village, CA 91607

RECEIVED
FEB 01 2011
BY: Mcalazar

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Jon Foreman,

It is encouraging to see that part of NBC Universal's development plan is paying fees to the Los Angeles Unified School District. These fees will help our cash strapped district. They will also make sure that the needs of the people who come into the area are not met at the expense of the people already here.

Thank you.

Sincerely,

George Bekeffy

cc: Mayor Antonio R. Villaraigosa
Zev Yaroslavsky
Tom LaBonge
Ed Reyes
Michael LoGrande
Richard Bruckner
Darnell Tyler

Letter No. 106

Newt Bellis
Victory Studios
10911 Riverside #100
North Hollywood, CA 91602

January 11, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

Whenever there's a new project on the horizon, people immediately talk about traffic and noise. I'm pleased that the NBC Universal Evolution Plan has made these non-issues.

According to the Draft Environmental Impact Report, the company is considering telecommuting and flexible work programs, and is implementing a guaranteed ride home program for commuters and a transit program for residents.

The report also notes the steps NBC is taking to reduce noise during construction.

As a nearby resident, I'm pleased the company is acting responsibly in these areas. I support their efforts and their expansion plans.

Sincerely yours,

Newt Bellis

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 107

January 13, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Ref: File #ENV02007-0254-EIR

Dear Mr. Foreman:

The NBC Universal Evolution Plan is important to our community. Our city can't afford to lose this opportunity. If we don't allow this company to make a big time investment in our city by improving its property right now, we will be denying the residents of Los Angeles a new source of needed revenue.

I have reviewed the Draft Environmental Impact Report. All the important issues have been addressed. Mitigations are in place for every impact that has been identified. As an old saying goes, "He who hesitates is lost." Let's not lose this one.

Sincerely,

Ermelinda Bendy

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Fourth District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

10861 Moorpark Street, Unit 107, Toluca Lake, CA 91602-2246

RECEIVED
JAN 25 2011
BY: M Salazar

Letter No. 108

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I don't work in entertainment, but I can see how the industry would benefit from NBC Universal's Evolution Plan. With the project's new soundstages and production facilities, there will be more compelling reasons to keep production -- and jobs -- here in Southern California.

I urge you to keep this in mind and move the project through the approval process quickly.

Cordially,

Dalia Benitez

Dalia Benitez
5658 Colfax Avenue
North Hollywood, CA 91601

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 109

Oliver Bennett
4427 Forman Avenue
Toluca Lake, CA 91602-2504

February 2, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Evolution Plan - File #ENV-2007-0254-EIR

Dear Mr. Foreman:

Key drivers of the Southern California economy are tourism and the entertainment industry, which is why I strongly support NBC Universal's Evolution Plan.

The idea of putting housing where jobs are located only makes sense as Los Angeles continues to grow and our roads get busier. I live in the area and work at Universal, and that's something that more people would be able to do with the additional housing that is planned.

However one part of the plan I do not support is the Forman Ave extension, Alternative 9. This would significantly and negatively impact my quality of life, dumping major traffic on my doorstep.

As a member of the Toluca Lake Homeowners Association, I know that some in my community have taken an opposing position regarding the Evolution Plan. But please know that they certainly do not speak for all of us living in Toluca Lake. Personally, I think that smart growth could benefit everyone living in the area.

Sincerely,

Oliver Bennett

cc: Mayor Villaraigosa
Hon. Zev Yaroslavsky, L. A. County Supervisor, 3rd District
Hon. Tom LaBonge, Los Angeles City Councilman, 4th District

Hon. Ed Reyes, City Los Angeles City Councilman, 1st District
Mr. Michael LoGrande, Los Angeles Director of Planning
Mr. Richard Bruckner, L.A. County Planning Director
Mr. Terry Davis Board Member Communities United for Smart Growth 501C3
Mr. Darnell Tyler, NBC Universal

Letter No. 110

Fred Berger
5516 Tyrone Ave
Sherman Oaks, CA 91401

RECEIVED
JAN 13 2011
BY: M Salazar

December 3, 2010

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Ref: File #ENV02007-0254-EIR

Dear Mr. Foreman:

The NBC Universal Evolution Plan is important to our community. Our city can't afford to lose this opportunity. If we don't allow this company to make a big time investment in our city by improving its property right now, we will be denying the residents of Los Angeles a new source of needed revenue.

I have reviewed the Draft Environmental Impact Report. All the important issues have been addressed. Mitigations are in place for every impact that has been identified. As an old saying goes, "He who hesitates is lost." Let's not lose this one.

Sincerely,

Fred Berger

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Fourth District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 111

MR. & MRS. RONALD A. BERGES
10414 Woodbridge St.
Toluca Lake, CA 91602
Phone/FAX: 818.766.8842
berges@mindspring.com

RECEIVED
FEB 04 2011
BY: M

January 30, 2011

Jon Foreman, Senior City Planner
L.A. Dept of City Planning
200 N. Spring St., Rm 601
Los Angeles, CA 90012

Re: Objections, Questions and Comments to DEIR
NBC UNIVERSAL EVOLUTION PLAN
SCH NO: 2007071036
City of L.A. File: ENV-2007-0254-EIR
County of L.A. File: RENV 200700014
Opposition to Alternative Project #9

Dear Mr. Foreman,

Greetings. My wife and I have been residents of Toluca Lake for almost 40 years. We have major concerns and questions regarding the above project and the DEIR. This letter deals with some of those concerns as referenced above. Other areas of concern will be addressed in separate correspondence.

Alternative Project #9. The DEIR presents the ludicrous idea of placing a secondary highway, running north/south, through the Lakeside golf course and joining Foreman Avenue. We can't believe that anyone would even envision such an idea as a "feasible alternative". Such a plan would DESTROY our residential community with increased traffic, noise and pollution. Universal might as well drop a bomb in the heart of Toluca Lake. **WE OPPOSE ALTERNATIVE PROJECT #9.**

Request for Notice. We request to be notified of all future hearings on this matter so that we can attend and present our concerns in detail to the appropriate hearing panel.

Thank you for your anticipated consideration of these questions and concerns, and for your anticipated response.

Sincerely,

Ronald A. Berges

RAB/

Letter No. 112

MR. & MRS. RONALD A. BERGES
10414 Woodbridge St.
Toluca Lake, CA 91602
Phone/FAX: 818.766.8842
berges@mindspring.com

January 30, 2011

Jon Foreman, Senior City Planner
L.A. Dept of City Planning
200 N. Spring St., Rm 601
Los Angeles, CA 90012

Re: Objections, Questions and Comments to DEIR
NBC UNIVERSAL EVOLUTION PLAN
SCH NO: 2007071036
City of L.A. File: ENV-2007-0254-EIR
County of L.A. File: RENV 200700014
OVERBROAD PLAN AND OVERLAP WITH MTA PLAN

Dear Mr. Foreman,

Greetings. My wife and I have been residents of Toluca Lake for almost 40 years. We have major concerns and questions regarding the above project and the DEIR. This letter deals with some of those concerns as referenced above. Other areas of concern will be addressed in separate correspondence.

Overbroad DEIR and Neglected Overlap with MTA Project. The proposed DEIR totally ignores the fact that Universal is involved with the MTA expansion plan. With both plans together, our community will be destroyed by increased traffic, noise, pollution, etc. The environmental impact of the COMBINED plans should be considered, rather than dealing with the issues on a piecemeal basis. **WE OBJECT TO THE FAILURE OF NBC UNIVERSAL TO DEAL FORTHRIGHTLY WITH THE TOTAL IMPACT OF THE PROJECTS.**

Request for Notice. We request to be notified of all future hearings on this matter so that we can attend and present our concerns in detail to the appropriate hearing panel.

Thank you for your anticipated consideration of these questions and concerns, and for your anticipated response.

Sincerely,

Ronald A. Berges

RAB/

Letter No. 113

MR. & MRS. RONALD A. BERGES
10414 Woodbridge St.
Toluca Lake, CA 91602
Phone/FAX: 818.766.8842
berges@mindspring.com

January 30, 2011

Jon Foreman, Senior City Planner
L.A. Dept of City Planning
200 N. Spring St., Rm 601
Los Angeles, CA 90012

Re: Objections, Questions and Comments to DEIR
NBC UNIVERSAL EVOLUTION PLAN
SCH NO: 2007071036
City of L.A. File: ENV-2007-0254-EIR
County of L.A. File: RENV 200700014
INCOMPLETE TRAFFIC ANALYSIS

Dear Mr. Foreman,

Greetings. My wife and I have been residents of Toluca Lake for almost 40 years. We have major concerns and questions regarding the above project and the DEIR. This letter deals with some of those concerns as referenced above. Other areas of concern will be addressed in separate correspondence.

Incomplete Traffic Analysis. The proposed DEIR presents an incomplete picture and multiple misrepresentations concerning the impact of increased traffic on our community. Presently, the traffic on Lankershim, Riverside, and all surrounding streets is unbearable. With the increased traffic proposed by the plan, Toluca Lake will be in gridlock. The DEIR is misleading and false as to the impact of increased traffic on our community. **WE OPPOSE THESE OMISSIONS AND MISREPRESENTATIONS.**

Request for Notice. We request to be notified of all future hearings on this matter so that we can attend and present our concerns in detail to the appropriate hearing panel.

Thank you for your anticipated consideration of these questions and concerns, and for your anticipated response.

Sincerely,

Ronald A. Berges

RAB/

Letter No. 114

Jon Foreman <jon.foreman@lacity.org>

file no. ENV-2007-0254-EIR

1 message

Matt Besser <mbesser@sbcglobal.net> **Mon, Jan 31, 2011 at 11:28 AM**
Reply-To: mbesser@sbcglobal.net
To: jon.foreman@lacity.org

Hello Jon,

I live off Lankershim right across from Universal City at 4038 Willow Crest in the Island.

In reference to the file no. ENV-2007-0254-EIR and the Universal Evolution Plan I'd like to complain that this project is too big. It's going to cause too much traffic and everybody that lives around here know it and we're not happy about it. NBC is biting off way more than it can chew. Universal City needs its own exit that the construction workers and tourists have to use. Already without this plan look at how tourists cross against the light and cause traffic on Lankershim. Our community was promised years ago that a walkway would be built over Lankershim to avoid the pedestrians from causing traffic or being in danger. This promise was never honored.

Sincerely,

Matthew Besser

Letter No. 115

RECEIVED
JAN 25 2011
BY: Mdelazar

MR. JON FOREMAN
SENIOR CITY PLANNER
CITY OF LOS ANGELES, DEPARTMENT OF CITY PLANNING
200 NORTH SPRING STREET, ROOM 601
LOS ANGELES, CA 90012

REGARDING: ENV-2007-0254-EIR

DEAR MR. FOREMAN,

WE ALL LOVE OPEN SPACE AND PARKS, PARTICULARLY THOSE OF US WHO LIVE IN DENSELY POPULATED CITIES SUCH AS LOS ANGELES. SO IT'S GREAT THAT THE NBC UNIVERSAL PROJECT INCLUDES 35 ACRES OF OPEN SPACE AS PART OF THE EVOLUTION PLAN.

THIS OPEN SPACE WILL INCLUDE SOMETHING FOR EVERYONE, INCLUDING WALKING AND HIKING TRAILS, PARKS WITH PLAY EQUIPMENT AND OTHER FACILITIES FOR KIDS AND ADULTS TO ENJOY, AND A TRAILHEAD PARK OVERLOOKING THE LA RIVER CHANNEL. AND, FUNDING WILL BE PROVIDED TO MAINTAIN THE PARKS AND OPEN SPACE. HOW OFTEN DOES A PROJECT APPLICANT ALSO PROVIDE MAINTENANCE FUNDS ALONG WITH THE PARKS AND OPEN SPACE? PROBABLY NOT TOO OFTEN IN THIS ECONOMY.

35 ACRES TO RECREATE OR JUST TO ENJOY BEING OUTDOORS IS A WONDERFUL GIFT WE SHOULD BE HAPPY TO ACCEPT.

YOURS SINCERELY,

MS. GLADIS BETANCURT
2100 N. CAHUENGA BLVD.
HOLLYWOOD, CA 90068-2708

CC: MAYOR ANTONIO R. VILLARAIGOSA
HON. ZEV YAROSLAVSKY, COUNTY SUPERVISOR, THIRD DISTRICT
HON. TOM LABONGE, CITY COUNCILMAN, FOURTH DISTRICT
HON. ED REYES, CITY COUNCILMAN, FIRST DISTRICT
MR. MICHAEL LOGRANDE, DIRECTOR OF PLANNING, CITY OF LOS ANGELES
MR. RICHARD BRUCKNER, PLANNING DIRECTOR, LOS ANGELES COUNTY
MR. DARNELL TYLER, NBC UNIVERSAL

Letter No. 116

Jon Foreman <jon.foreman@lacity.org>

Universal Expansion

Aimie Billon <aimierocks@gmail.com> **Thu, Jan 20, 2011 at 6:16 PM**
To: jon.foreman@lacity.org

Dear Sir,

I've spent the last 3 years listening to the unmitigated, increasing noise coming from Universal Studios all the way down to Valley Spring Lane in Toluca Lake and I feel strongly that Universal must be stopped. Not only has the noise increased with every passing year but Universal has done nothing to fix the noise. We have a huge coalition of neighbors trying to make a difference, writing letters, attending meetings and all we ever hear is that they are "looking into it and will get back" to us. I can't imagine the amount of hours we've collectively put in with absolutely no change or accountability on their part. We've even had our neighbors pay for tickets to Universal and they were able to locate the source of the sounds and shows in mere hours, when Universal never seems to be able to. They are OUT OF CONTROL and I can't imagine why they should be allowed to compound the problem by expanding. Why would a company with no respect for the people who live in this area be allowed to take over the surrounding areas? I apologize for my tone, Sir, but I am dumbfounded as to why this situation has never been fixed and why it is about to get exponentially worse.

Universal Studios is the worst neighbor I've ever had. But, it's less of a neighbor and more of a tyrant.

Thank you for your time,
Aimie Billon
323.244.0204

--
Who would give a law to lovers? Love is unto itself a higher law.
~Boethius, The Consolation of Philosophy, 524 A.D.

Letter No. 117

FAX COVER SHEET

BLUEBIRD HOUSE

818.980.2370

818.980.2371 (fax)

TO: Jon Foreman

FROM: Laura McCorkindale/ Aimie Billon

FAX: 213-978-6566

DATE:

PAGES *(incl. cover)*: 7

NOTES: I have collected all NBC Universal Evolution Plan Dier signatures from neighbors and individuals that will be affected by the project.

Thank you,

Aimie Billon

Assistant to Laura McCorkindale

asst@bluebird-house.com

Letter No. 118

Jon Foreman <jon.foreman@lacity.org>

Universal Evolution Plan Comments

florence blecher <browndogz@sbcglobal.net> **Fri, Feb 4, 2011 at 3:36 PM**
To: Foreman Jon <jon.foreman@lacity.org>
Cc: Salazar Mariana <Mariana.Salazar@lacity.org>, Szalay Kim <kszalay@planning.lacounty.gov>, LaBonge Tom <Tom.LaBonge@lacity.org>, Weitzer Renee <Renee.Weitzer@lacity.org>, Doug Mensman <Doug.Mensman@lacity.org>, Yaroslavsky Zev <zev@lacbos.org>, Saltsman Ben <bsaltsman@bos.lacounty.gov>

Dear John,

Attached please find a pdf with my comments on the Evolution Plan.

Thanks very much.

Best regards,
Florence Blecher

FBevolutionComments.pdf
114K

2/4

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

February 4, 2011

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Jon,

I'm writing as a 30-year property owner in the Cahuenga Pass, an architect and also a Directors' Guild of America member – yes, a bit of a mixed bag. I'm also past president of the Cahuenga Pass Property Owners' Association, past officer of the Ventura-Cahuenga Boulevard Corridor Specific Plan's Review Board, and a director of Communities United for Smart Growth. My Cahuenga Pass neighborhood will be significantly impacted by any development plans at Universal. The community went through this process in the late nineties with Universal's last development scheme and it seems that we're destined to tread those boards again.

My remarks here will be brief and largely in outline form. For more substantive comments, please refer to the submittals by the Cahuenga Pass Property Owners' Association, Communities United for Smart Growth, Coalition to Ban Billboard Blight, Campo de Cahuenga Historical Memorial Association, Friends of the Los Angeles River as well as the comments from the other adjacent neighborhood associations. I submit these informal comments to become part of the official record and part of the FEIR. Please consider remarks to be in need of responses even not in the form of a question.

Flawed Process: Considering the huge scale of the document, its pre-holiday release, the multi-jurisdictional issues and the years that it took to develop this proposal, the public has not been given a "fair shake" regarding its ability to respond. The comment period was too brief, the documents inconveniently organized – text separated from exhibits, etc. This has been a "dazzle 'em with footwork" dance of insincere intimidation. Why have the City and County allowed this snow job to happen?

Fraught with Misconceptions: There is a basic, underlying set of misconceptions in this proposal that make its foundation completely flawed. Contrary to the applicant's premise, this is not an urban neighborhood. This is not Times Square, downtown LA or even Hollywood & Highland. This is at best a suburban series of low rise, hilly neighborhoods often with narrow, winding streets that terminate in wild, scrubby canyons. This is not an urban grid of simple, rectilinear, parallel streets, but rather a flowing textile that adapts to the topography as needed. How can the City and County accept such faulty postulations?

Sacrificing the Back Lot: To the world Hollywood = the Entertainment Business: Hollywood ≠ High Rise Housing. For Universal to even suggest selling off the back lot to underwrite its primarily theme park development is at best disingenuous. The flight of film and television production from the area is a constant and correct complaint of our region. Along with the destruction of studio facilities like the back lot comes the reduction of highly paid, skilled jobs and the people who do them. To destroy the back lot to build unneeded high-rise residences is shortsighted. Why should economically beneficial high paying jobs be sacrificed to build unneeded housing? Additionally, the loss of the back lot will also destroy extant wildlife species and corridors

Illogical, Inappropriate Land Use: If housing is to be built, it should be built in genuine proximity to the MTA Transit Hub, not two miles away from it on the far side of Universal's property, and not where jitneys will be needed to bring people to the hub. Universal claims to need more office and production facilities, yet proposes to have Thomas Partners build them by the MTA station, not conveniently on their own lot. This is simply twisted, backwards, unjustifiable reasoning. Why shouldn't the MTA fulfill its housing mandate and why shouldn't Universal satisfy its production demands on its own campus?

Specific Plans, Entitlements & Bifurcation: For all intents and purposes, both the Metro/Universal and Evolution plans need to be considered together. The principal beneficiary is Universal. The principal user is Universal. The ownership of both has been Universal. The cumulative effect can be attributed to Universal. Bifurcation of the two projects should never have been allowed. If land use was to be appropriately allocated, i.e., residential on the MTA site and production on the Universal lot, there would be no need for two Evolution specific plans or any annexation/LAFCO proceedings. Universal wouldn't need open-ended entitlements to lure and profitably sell off to Thomas Partners or anyone else, but then it would have to wholly underwrite its own development costs. Why should the City and County allow this convoluted process to transpire?

Faulty Traffic Analyses & Inadequate Neighborhood Protection Measures: I never in a million years thought that I'd ever end up complimenting Crane & Associates, but that time has come. When Crane examined cut-through traffic in the last iteration of Universal's development plans, at least they recognized that the neighborhoods surrounding Universal experience vast amounts of cut-through traffic. Their mitigation suggestions were pretty pitiful, but at least they acknowledged that the issue was real. Pat Gibson and his colleagues seem to only be able to deal with traffic analyses if it operates within a normal grid pattern, and that simply does not apply to our hillside communities. Mr. Gibson and his colleagues repeatedly deny that a problem could even exist if there is no simple parallel street available as an alternate route. Huh? This position represents a gross misunderstanding about the areas surrounding the Universal site. Not only that, but they seem incapable of dealing with variations on a street's names, i.e., Cahuenga, Cahuenga East and Cahuenga West, all of which function differently. Gibson Transportation has omitted streets from maps, drawn them incorrectly, disregarded existing neighborhoods, and made unsupportable claims and promises. They deliberately conducted traffic studies at unrepresentative times resulting in low level of service counts. If, as Mr. Gibson wrongly contends, there are no problems, then there is no need for solutions – wrong. As there incorrectly are no problems of neighborhood traffic intrusion, no genuine neighborhood protection measures are offered. Can Universal's neighbors expect better, more accurate and representational traffic data and better solutions to be offered in the FEIR?

Unsupportable Transportation Mitigation Measures & Promises: Mr. Gibson speaks of preparing shovel-ready drawings for supposed freeway improvement measures, yet nothing is offered should the funds to implement those improvements disappear or be postponed. If Caltrans or the Federal government elect to underwrite different projects, Universal gets off virtually Scot-free and the region has to endure Universal's added traffic without recourse. What guarantees will Universal offer regarding these freeway promises or in lieu mitigations?

Convoluted, Confusing Phasing: Allusions are made to phasing and traffic thresholds, yet attempting to find such phases defined is virtually impossible. Why aren't those phasing standards clear? What are the triggers? What verification is guaranteed? How will that phasing be monitored? Will there be community participation in that monitoring? Will the community be able to challenge the veracity?

Underestimated Impact Analyses & Infrastructure Insufficiencies: A project of this enormity will have a huge impact on our air, water, energy, waste, sewage and other resources. The area is already suffering drought conditions and continues to need more and more landfills. We believe that these impacts are grossly understated in the DEIR and that inadequate solutions are offered. Why shouldn't Universal be responsible for satisfying those needs on their own? Why not allocate a portion of their site as their own landfill or why not incorporate solar or wind technologies on-site? Why are they only a LEED silver project and not platinum? What guarantees do surrounding communities have that they will continue to have adequate water and power resources into the future?

Strain on Public Services – Police/Sheriff, Fire, Emergency Services & Schools: No high-rise construction should even be considered or entitlements granted until such time as all public services have been paid for, guaranteed in perpetuity, and/or constructed by Universal. The area currently experiences slow police response times from the North Hollywood LAPD station. The additional load from Universal's new guests and tenants will only exacerbate that. Will Universal underwrite the costs of more LAPD and LASD officers, equipment

and support staff in perpetuity? Will they pay the complete cost to build a new fire station and new elementary school and to pay to staff them? Will they guarantee that the existing communities will not suffer delayed response times as a result of the increased population on their site?

Riverfront, Parks & Scenic Corridor Impacts: Universal claims that security concerns justify completely removing the LA Riverfront from public access. The excuse has always been that Steven Speilberg doesn't want scripts tossed over the fence although it's now veiled under the guise of 9/11 security concerns. Universal has always wanted the riverfront roadway easement removed/vacated. Once and for all, our elected officials need to stand up for the over-riding public good versus private gain. It's ludicrous to make bicyclists take an over the hill circuitous route when the LA River Bikeway Plan is very clear. • The Evolution Plan offers a 35 acre park, but rather than deeding the land to the City or County and guaranteeing it public access in perpetuity, leaves it under the auspices of their homeowners' association who could easily rescind that public right or plow it under at some future date. What guarantees does the public have that that park will remain accessible in perpetuity? • Universal seems to rewrite the community plan when it comes to scenic corridors and view-sheds. It disregards the Mulholland Scenic Parkway Specific Plan. While it may not specifically be in the outer corridor of the Plan, they could certainly be more sensitive to that Plan in their manner of building. How can they be allowed to override existing in place community planning documents?

What Happens in Year 21?: Universal offers mitigations, but only for the 20-year construction span of the plan, but makes no promises or provisions for what happens in that 21st year. If Universal is the source of an adverse impact, then they should be responsible for mitigating that impact in perpetuity. What WILL happen in year 21?

Billboard Blight, Supergraphics, Excessive Signage, Removal from Mulholland Specific Plan: Again, this is NOT Times Square or the Las Vegas Strip. Universal may wish that this was, but wishing doesn't make it so. The amount of and types of signage requested are excessive and inappropriate. Digital animated electronic billboards have been proven to be safety hazards, distractions and annoyances especially in proximity to freeways. The City's Sign Code has been attempting to scale down the visual blight that LA's citizens have to endure. This proposal flouts that. Beyond that, Universal seeks to have the corner of Buddy Holly and Barham removed from the Mulholland Specific Plan to enable them to erect a 30' tall electronic billboard right in the face of our hillside residents. This is simply unacceptable. How can the City even consider allowing such an insult?

I could go on for many more pages about many more issues, but the CUSG, CPPOA and other documents cited on page one state my concerns much more comprehensively. The Evolution Plan is flawed in concept, documentation and analysis. Many sections need to be reconsidered, re-imagined or eliminated. I hope that the applicant and the various city and county agencies will take a long, hard, less self-serving look and come back to all of us with a more considerate, more appropriate proposal. In lieu of that, what has currently been presented is unacceptable.

Sincerely,

Florence Blecher

Florence Blecher
3310 Adina Drive, Los Angeles, CA 90068
fmblecher@gmail.com

cc: Kim Szalay, County of Los Angeles Department of Regional Planning
Tom LaBonge, Los Angeles City Councilmember 4th District
Renee Weitzer, Chief of Land Use Planning
Doug Mensman, Planning Deputy
Zev Yaroslavsky, Supervisor Los Angeles County 3rd District
Ben Saltsman, Planning Deputy

Letter No. 119

Jon Foreman <jon.foreman@lacity.org>

Universal Evolution Plan --

1 message

Caron Bolton <Caron.Bolton@fox.com>
To: jon.foreman@lacity.org

Fri, Jan 28, 2011 at 10:06 AM

Hello Mr Foreman,

I am writing as a concerned North Weddington 'Island' resident about the plans for Universal evolution. My concern mainly lies in the traffic horror that my neighborhood faces with the upcoming development. I'm also very concerned about having any part of the North Wedding park affected which is an oasis that many Los Angeles residents come to enjoy.

The impact to traffic along Lankershim seems unacceptable. I'm basing this on the impact to the traffic when the post office was torn down and the apartments were built at the corner of Lankershim and James Stewart blvd. Lankershim is a major thoroughfare for not just the residents of the Island and Toluca Lake area. There are cars coming from the North Hollywood area, off the 134 to access the 101 just to name a few. I don't see that a traffic mitigation plan has been put into place before the development begins. Please show the residents upfront that these traffic concerns are being addressed prior to the development and construction that will affect so much of this area.

Thank you,

Caron Bolton

(310)369-1198

Letter No. 120

Chris Bowman
7115 1/2 Hazeltine Avenue
Van Nuys, CA 91405

February 2, 2011

Mr. Jon Foreman, Senior City Planner
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

REFERENCE: File#ENV-2007-0254-EIR

Dear Mr. Foreman,

I applaud the City of Los Angeles, as well as the County, for the thorough analysis of the Evolution Plan by a world-class team of experts in their fields. I believe that the City's Draft EIR gives all of us who are interested in the Evolution Plan a clear picture of what it will ultimately mean to the City and County of Los Angeles.

The DEIR is an impressive piece of evidence, proving that this is a good project for Los Angeles. It will bring desperately needed jobs and transportation improvements, and will be a powerful symbol that the entertainment industry is still Los Angeles' number one asset, committed to the City's future.

Please approve the project, so more people can go back to work.

Sincerely,

Chris Bowman

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

A/A

Letter No. 121

Jon Foreman <jon.foreman@lacity.org>

from Resident of Hollywood Manor-opposed to NBC development

Ann <amenzila@yahoo.com> **Fri, Feb 4, 2011 at 6:50 AM**
To: Jon Foreman <jon.foreman@lacity.org>

Hi,
Thank you so much. I hope this does not go through. We see enough road rage on Barham, particularly at the entrance of Universal at Forest Lawn heading toward Barham. There is a right turn only lane that people completely disregard and cut off those who are trying to wait patiently in the other two lanes.
My address is 3375 Troy Drive, Los Angeles, CA 90068
Best regards, Antoinette Brusca

"Be kind, for everyone you meet is fighting a hard battle."
-Plato (c427-347 BC) Philosopher and educator

--- On **Wed, 2/2/11, Jon Foreman <*jon.foreman@lacity.org*>** wrote:

> From: Jon Foreman <jon.foreman@lacity.org>
> Subject: Re: from Resident of Hollywood Manor-opposed to NBC development
> To: "Ann" <amenzila@yahoo.com>
> Date: Wednesday, February 2, 2011, 3:48 PM
> [Quoted text hidden]

Letter No. 122

Jon Foreman <jon.foreman@lacity.org>

from Resident of Hollywood Manor-opposed to NBC development

Ann <amenzila@yahoo.com> **Tue, Feb 1, 2011 at 7:24 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,
I am writing to inform you that my family and I are clearly opposed to NBC Universal Development of the Back Lot. We live in the Hollywood Manor and have a tremendously difficult time getting back home after work. It can literally take over 30 minutes to get beyond one block. Barham Blvd. and Cahuenga Blvd are completely backlogged and so is the highway exit from 101S onto Cahuenga--which causes traffic and poses a danger on the highway. Anyone who experiences this for one day would understand that this plan would be a complete disaster for this area in Los Angeles. There are surely other areas that need development in Los Angeles and would not be impacted negatively.

Our community will not stand for this development. We will not allow the corporation to over populate our community purely for financial profit at the cost of our long standing residents.
Just think...How would you feel if this was happening in your neighborhood or backyard? How would you feel if your commute to get home was extremely difficult and a company was coming in to make it even more stressful and increase your time in the car further?
Did I mention, the air quality is already atrocious?

Maybe the city should think of how to alleviate traffic on Barham and Cahuenga before they even considered allowing someone to propose something like this. That is how our city leaders should plan. Then perhaps you would have community residents content with their current situation and open to new developments.

I apologize for sounding harsh, but I am completely against this development and am standing by my neighbors and community.
Antoinette Brusca

"Be kind, for everyone you meet is fighting a hard battle."
-Plato (c427-347 BC) Philosopher and educator

Letter No. 123

Darryl Burbank
346 W Providencia Ave
Burbank Ca 91506

RECEIVED
JAN 25 2011
BY: M Salazar

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal project (ENV-2007-0254-EIR)

Dear Sir:

I am writing to express my support for the NBC Universal Evolution project.

The Draft EIR shows that NBC Universal is willing to make significant investments in transit improvements. Offering residents transit passes, and connecting the property to transit options such as the Metro, bus lines and new shuttles, will begin to get people off the roads and improve air quality and traffic in Southern California.

It appears that there are also extensive measures to control and limit air pollution during construction. Requiring contractors to use diesel particulate filters and comply with control measures like limiting truck idling and keeping all construction equipment in proper tune will certainly reduce AQ impacts during construction.

Sincerely, Darryl Burbank

Darryl Burbank

CC: Mayor Villaraigosa
Councilmember LaBonge
County Supervisor Yaroslavsky
Director of City Planning LoGrande
Director of County Planning Bruckner
Darnell Tyler, NBC Universal

Letter No. 124

Jon Foreman <jon.foreman@lacity.org>

NBC/Universal's Evolution Plan

1 message

benburdick@aol.com <benburdick@aol.com> **Mon, Jan 31, 2011 at 11:14 AM**
To: jon.foreman@lacity.org

Mr. Foreman,

My name is Benjamin Burdick and I live at 4056 Cartwright Avenue, Studio City, 91604, which is commonly referred to as "The Island" area.

I am writing to express my strong objections to the proposed addition of nearly three thousand new condos on the Universal lot, as well as the proposed Metro Universal Plan.

It does not take years of studies, nor higher degrees to understand the massive impact that these proposals will have on the areas surrounding Universal. Indeed, one need only stand in one of the Universal office windows facing north between eight and nine in the morning to see cars choking both Lankershim and Cahuenga from the river all the way to Riverside Drive. There is no way to mitigate worsened traffic congestion when the proposed plans are this large in scope.

The city has the opportunity to say no to unnecessary growth, and yes to responsible stewardship. Please fully consider the impacts on the area and its residents, not just the short term economic gains.

Respectfully,
Benjamin Burdick

Letter No. 125

John Burns
5003 Tilden Avenue Unit # 2033
Sherman Oaks, CA 91423
(818) 981-0339

February 2, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: ENV-2007-0254-EIR

Dear Mr. Foreman:

NBC Universal's Draft EIR shows a major investment in the entertainment industry in Los Angeles. More and more I hear about people traveling to other parts of the country for production work. Los Angeles is the entertainment capital of the world, but if we don't do something to keep those entertainment jobs here, we will soon lose that title.

The new soundstages and post-production facilities will keep Universal the largest working studio in the world. These are great jobs for the region. Well paying jobs that do much to bolster the economy.

I can't imagine why this project wouldn't be endorsed by all.

Yours truly,

John Burns

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of LA
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 126

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan ENV-2007-0254-EIR

1 message

Kevin Burton <kevburto@gmail.com> **Tue, Dec 14, 2010 at 7:30 PM**
To: Jon Foreman <jon.foreman@lacity.org>

Jon Foreman - Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

Many cyclists use Barham Boulevard in conjunction with Cahuenga Boulevard East and local streets in Lake Hollywood to travel between the Hollywood Hills and Griffith Park. The lanes on Barham Boulevard are now wide enough in many areas to allow cars and bicycles to share the lanes, but Mitigation Measure B-5 in the NBC Universal Evolution Plan EIR (p. 669 and Fig. 78, p. 910) would add one more automobile lane to Barham Boulevard and reduce the curb lanes to as little as 11 feet. This will create an unsafe condition for cyclists traveling between Hollywood and Griffith Park.
These proposals in the EIR conflict with the upcoming LA Bicycle Plan (http://www.labikeplan.org/public_involvement/), and specifically with its 5-year funding plan (see attached; http://www.labikeplan.org/fiveyear) which will provide for bicycle lanes on Barham Blvd. Since the project will "conflict with adopted policies, plans or programs regarding ... bicycle ... facilities, or otherwise decrease the performance or safety of such facilities", it will create an impact under the California Environmental Quality Act (CEQA) (see http://www.dot.ca.gov/ser/downloads/ceqa/CEQAchecklist.doc). Therefore the draft EIR should be revised to take into account these planned bicycle facilities.

While the proposed project would create bike paths on a new internal "north-south" road (Fig. 74, p. 906), travel to and from Hollywood would require cyclists to travel on unsafe portions of Buddy Holly Drive and through the congested intersection of Cahuenga/Barham. This impact could be mitigated by adding bicycle lanes to Cahuenga Blvd. East and Buddy Holly Drive between Hollycrest Dr. and the new north-south road.

The EIR refers to these proposed bicycle facilities as either "paths" or "lanes", which traditionally mean Class I or Class II bicycle lanes, respectively. The EIR should be made consistent in this regard, and specify Class II lanes (not "paths") in the text if that is the intent (e.g., see Fig. 81B, p. 917).

This project should not be approved unless it incorporates plans for bicycle safety on Barham Blvd., or a suitable alternative route is provided by creating safe bicycle facilities from Cahuenga Blvd. East to the new "north-south" road.

Sincerely,

Kevin Burton

Letter No. 127

Mr. Mark Camp
10901 Whipple St., Apt. 212
North Hollywood, CA 91602-3210

REC
FEB 04 2011
BY: Msalazar

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I am impressed by Universal's mixed-use plan and like the ideas proposed, especially concerning the transportation improvements. With a project of this scale, I was pleased to learn about the various rideshare and carpool programs that will be employed to address traffic issues in the area. I also understand improvements will be made to the heavily-traveled Lankershim Blvd., Barham Blvd. and Forest Lawn Drive. The new shuttles to Hollywood, Burbank and West Hollywood are a wonderful idea and a service I believe many in the community would like to use. Will these shuttles be available to the public? As a local resident, I would love to do my part for the environment.

Sincerely,

Mark Camp

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

2/R

Letter No. 128

James Carmicle
1440 N Alta Vista Blvd Apt 105
Los Angeles, CA 90046

January, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

As we all know, nothing stays the same. In order to maintain its title as the world's largest working studio, NBC Universal must continually upgrade its motion picture and television production facilities to meet the current needs of the entertainment industry.

I'm in favor of the Evolution Plan being proposed by the company and think the Draft Environmental Impact Report demonstrates that the Plan is one that will work for all involved. Not only will it allow NBC Universal to upgrade its production facilities, but it also allows the company to make maximum use of its property with the inclusion of a residential community.

I'm grateful that Universal Studios is located in Los Angeles. We should do everything we can to help them maintain their role as a great attraction and economic engine for our region.

Thank you.

James Carmicle

James Carmicle

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 129

RECEIVED
FEB 01 2011
BY: M Salazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning Universal City Projects Unit
200 N Spring Street, Room 273-A
Los Angeles, California 90012

Name: Martha Carr
Organization (if any): HKCC
Address: 3331 Blair Dr
City, State, Zip: Los Angeles, CA 90068
Phone (optional): (323) 876-3504

Dear Mr Foreman,

I am writing to express my deepest concern about the proposed development at NBC/Universal. I live on the Southwest end of the Hollywood Manor behind Universal's property (their property adjoins ours at our back fence.) Please see appendix #1 of where we live (Figure 13 of the Conceptual Plan, Page 288):

Our home is in the small white area on the Southwest side between the two green patches that are inside the residential boundary of the Hollywood Manor (those are homes owned by Universal.) Our house sits where the proposed road inside Universal property touches the black boundary line. As you see, we are totally exposed to the new development with absolutely no mitigations to protect our home from the impacts of the residential, street and production development proposed for this area.

Like others, I have serious concerns about the impacts on traffic, noise, etc associated with this project, but I am trusting that others have commented on those issues. I am limiting my comments today to several issues that directly impact the Hollywood Manor, my specific home and those directly adjacent to Universal on Blair Dr. First of all, as you see from the overview map (appendix 1) we will look directly onto the residential buildings that are to overtake the green-scape area behind our house. This green-space is already defined as the an entitled buffer zone according to the Conditional Use Permit of the early 90's to mitigate noise

and visual impacts from development at Universal. This green-scape was already agreed upon as the minimum amount of space necessary to buffer homes in the Hollywood Manor from activities at Universal and mitigate against developmental encroachments by Universal into our neighborhood. It is functionally being eliminated by the proposed residential development.

The DEIR has absolutely no photos or descriptions showing the impacts of the development on the homes located in the southwest area of the Manor. They functionally have eliminated the need to review or consider mitigations that would maintain the quality of life for those of us who live on this side of the neighborhood. I am therefore enclosing two photos of our present view from our upstairs windows overlooking NBC/Universal.

What you see here is our view looking Northwest. Our backyard is in the foreground, then Universal's fence (under the power lines) a few Eucalyptus trees that are cut back every year so as not to interfere with the power lines (this is as high as they are allowed to get), the security road, the green-space where production often occurs and then a thick growth of trees planted on a berm which hides the "Z" drive behind it. These trees, which have only come into full maturity in the last couple of

M. CARR

years, were put into place as part of the Conditional Use Permit of the 1990's to screen the parking lot and the large parking structure behind it. The berm was established to mitigate sound from the newly exposed 101 freeway and from the noise of cars on the "Z" drive itself. I believe it was to reduce noise by 5DB's (I do not have the CUP in front of me.)

Looking more directly north from our upstairs window: What you are seeing here is again the row of Eucalyptus at the boundary of our property, the security road, the green-scape beyond and the continuation of the stand of trees planted as part of the CUP. On the far right is the white and black Citibank building located in Toluca Lake.

Your drawing indicates that all of these beautifully mature trees are gone, the berm flattened and instead of looking at what is now a park like area, our view will be of Park La Brea type apartment buildings with small streets to service them behind and between. Do you really think doing this has no impact? What does Universal plan to do with these trees? There is no discussion in the DEIR of the preservation or transplantation of these mature trees to accommodate development as an option.
What about reflections and glare off the rooftops into our homes from the sun hitting the apartment buildings? We have had problems before with

sets in this area whose reflections became problematic and Universal had to make modifications, so it is something to be taken seriously.
As you can see, this development will have a huge environmental impact on us, during construction and after, which will fundamentally change (not for the better) our quality of life as well as that of the deer, owls and other wildlife that frequently inhabit this area. There are hawk and owl families, for example, that return yearly to breed in these trees.

In addition, there is now a proposed connecting road, which is suggested as a way to alleviate traffic congestion on Barham Blvd. But what this means is that thousands of cars per day will now be utilizing this connecting road exposing those of us on the ridge to additional traffic noise and pollution. There will be noise from cars rushing over that road, trucks rumbling, horns blaring during peak traffic times, and increased air pollution from car exhaust. What mitigations are in place to address this? This noise and pollution is unacceptable for those of us living along Blair Dr.

The removal of the berm will have an enormous impact, which is minimized in the DEIR. Originally touted in the CUP as reducing freeway noise by a significant amount, in this DEIR it says removing it will make little difference in noise levels. Which is it? I can personally attest to the difference the berm has made because there was a period of time when the mountain was cut down between our homes and the freeway, prior to the construction of the berm, when we had to put up with significant freeway traffic noise. It makes no sense that Universal would remove this berm and not be required to build something instead, like an additional, larger berm and/or sound wall running the entire length of the new road to mitigate this connecting road. Why would standards of mitigation be reduced from those previously agreed upon?

If mitigating it to the point of nullifying all impacts is considered too costly, why would you not require this road be built along what is already designated as a road along the Los Angeles River? And why has that been removed from the map as a road? Moving one or two buildings that currently obstruct that option must be considered and weighed against devastating our neighborhood! At least consider moving the road north of the current berm and trees and adding ample mitigations.

If you are thinking that the apartment buildings will themselves function to block this increased noise, without a solid barrier let me show you how this will not provide any protection. The map indicates that there are proposed connecting roads in front, behind and between all the residential units. In addition, because of the way our homes are situated, some of us may be looking over the tops of the proposed buildings

depending on their height. Sound travels up and through open spaces and the way the roads are laid out, there will be no protection from visual and sound pollution. In fact, if you look carefully at appendix #1, you will see that our home is directly exposed to one of the roads that will funnel noise right toward our home so that ALL sound coming from the apartments, the new road and the 101 will be channeled through that open space with NOTHING to mitigate it. Every one of those connecting roads adjacent to the Manor will funnel noise into the neighborhood.

On another note, these side streets themselves will now bear traffic, trash trucks, moving vehicles etc that will increase noise at all hours of the day and night. (Vehicles, except emergency and production vehicles are currently restricted in the backlot area from 11PM to 7AM).
Let me also point out that because noise rises, two people standing in the green-space below us having a normal conversation can be clearly heard from our house. Imagine what hundreds of people playing music or talking loudly or sitting outside or opening and closing garages will do to our relatively peaceful surroundings! I see no mitigations for that except NOT building them in this area in the first place!

The fact is, the entire project is way too big and the community cannot handle a residential community of this size. With 2,937 residences up here, where are you going to park the 5,874 cars (assuming about a two car family in each unit?) The whole thing needs to be scaled back!
There are other areas of Universal where the grade or cliffs provide far more inherent protection from these impacts than this little area right behind our home. Why not keep this area for it's original purpose – to act as a buffer zone and for production use? There is a fairly high rate of out-door production that takes place in the green-scape on this end of the lot and it can continue to be utilized for that purpose. With the need for more production space, why destroy the back-lot area that is currently used for production on a regular basis?

Why not leave this green buffer-zone, berm, trees etc as is and build any proposed units in less impactful areas such as on the hillside slope adjacent to Buddy Holly Dr facing over the 101 freeway (which actually would buffer our neighborhood from more of the 101 freeway noise) or on the hillside facing north at Forest Lawn (above the childcare center) where multiple use makes sense. Access will be easier for the residents in those areas too. Keeping the berm and the trees and green area will also protect us from the proposed expansion of the production development to be built near the open 1-B parking lot.

We can hear garbage trucks clanging around in the wee hours of the morning, as well as the sweepers that clean the parking structures a 5AM (and those are relatively far away!) That just gives you an idea of how easily sound carries up this hill. Weather patterns also play a huge role in the way sound carries. The construction noise itself will be relentless and ongoing!

In closing, I would like to point out a questionable portrayal of a view from Blair Dr in the DEIR. If you look at Appendix 2 (Figure 111 page 1121) you will see a photo taken from Blair Dr midway between our corner and the Northern section. It seems to imply that everything is screened by heavy foliage and that there will be no impact in views from that perspective. (See the before and after rendition.) However, what it fails to mention is that the homes in that area are on the OTHER side of those trees (below them with a direct view of Universal and nothing between) and across the street the homes are up ABOVE the tree line and thus also see everything! If you are standing on the street then, yes, that is the current view. The current photos are completely misleading and give the impression that the impacts are minimal to homeowners in that area! That is just misrepresentation.

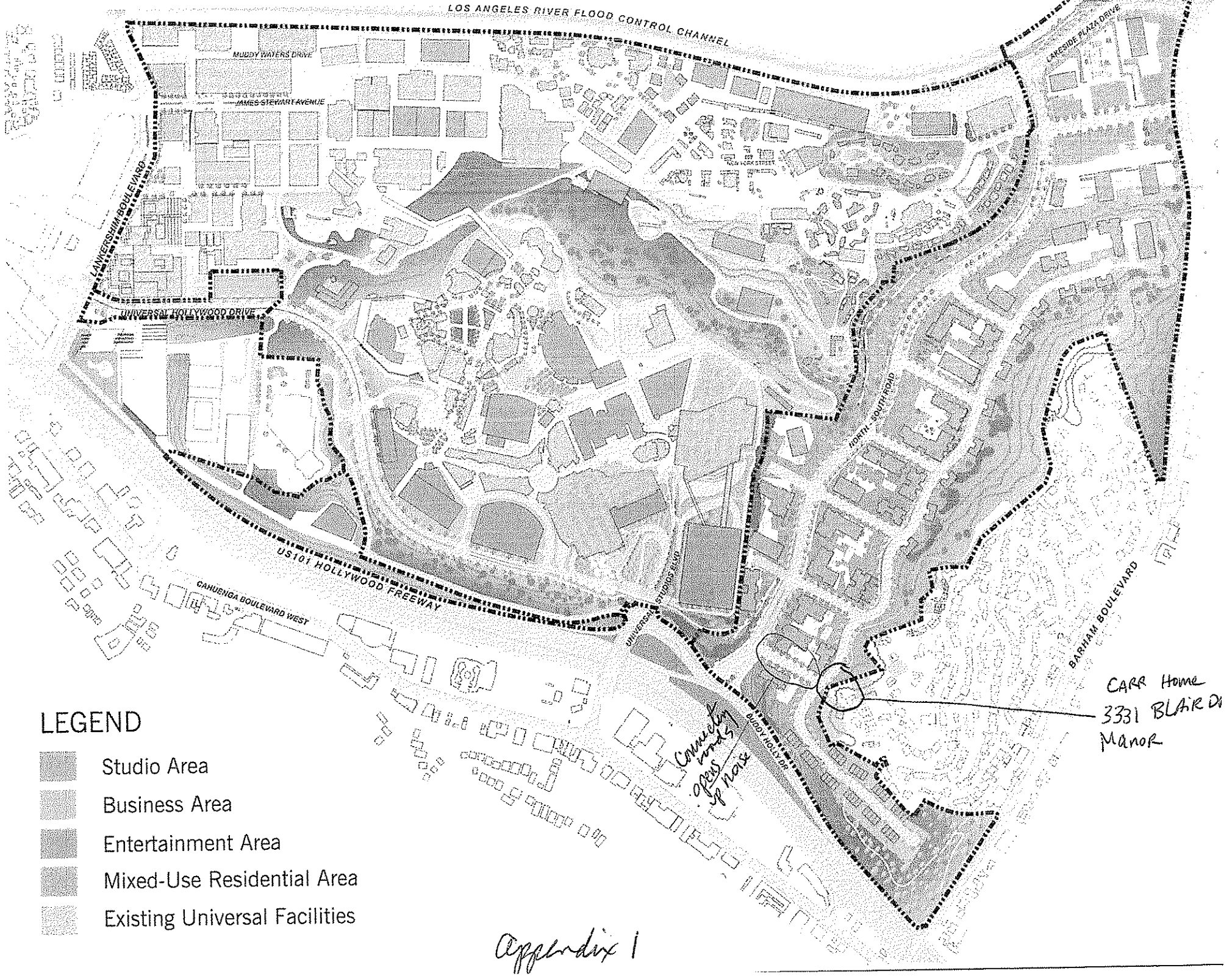
I trust that you will take these matters seriously and address them. The broader traffic issues alone warrant a reduction in all areas of the proposed three separate developments. I would like to remind you that our only way in and out of the Manor is via Barham Blvd. How can you assure us that access to our neighborhood won't get any more difficult than it already is? In light of this, it makes no sense to allow any development to proceed until all traffic improvements and mitigations are in place and demonstrate they can support the additional traffic and flow that will result from this expansion.

I hope you will enforce a re-consideration of all the issues I described above.

Thank You,

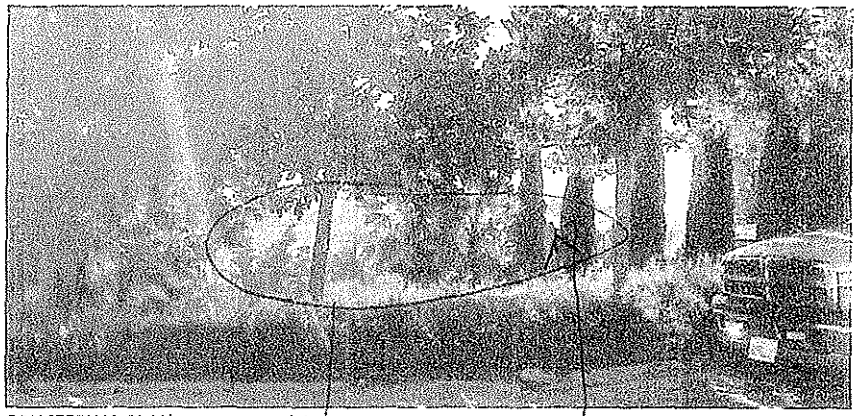
Martha Carr

Martha Carr, resident (31 years)


LOS ANGELES RIVER FLOOD CONTROL CHANNEL
MUDDY WATERS DRIVE
JAMES STEWART AVENUE
LANKERSHIM BOULEVARD
UNIVERSAL HOLLYWOOD DRIVE
LAKESIDE PLAZA DRIVE
NEW YORK STREET
NORTH - SOUTH ROAD
US101 HOLLYWOOD FREEWAY
CAHUENGA BOULEVARD WEST
UNIVERSAL STUDIOS BLVD.
BUDDY HOLLY DR.
BARHAM BOULEVARD
CARR Home
3331 BLAIR DR
Manor
Connecting woods opens of noise
LEGEND
Studio Area
Business Area
Entertainment Area
Mixed-Use Residential Area
Existing Universal Facilities

Appendix 1

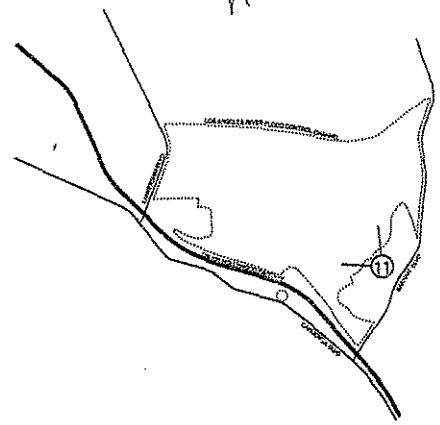
EXISTING



CONCEPTUAL PLAN

houses are here

CONCEPTUAL PLAN WITH SIGNAGE



Note: Project building designs are conceptual and represent one possible design option.

Source: Ron Clement Hire Studios 2010

matrix environmental

Figure 111
Hollywood Manor

Appendix 2

Letter No. 130

Jon Foreman <jon.foreman@lacity.org>

DEIR ENV-2007-0254-EIR Comments

Richard Carr <ricarr4001@gmail.com> **Wed, Feb 2, 2011 at 8:59 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

Attached please find a letter with my comments to the NBC Universal Evolution Plan Draft Environmental Impact Report (EIR Case No. ENV-2007-0254-EIR). A copy is included within the body of the email as well.

Richard Carr

3331 Blair Drive

Los Angeles, CA 90068

Sunday, January 30, 2011

Jon Foreman – Senior City Planner

City of Los Angeles Department of City Planning

200 North Spring Street, Room 601

Los Angeles, CA 90012

Re: NBC Universal's Draft Environmental Impact Report ENV-2007-0254

Dear Mr. Foreman:

As a homeowner and resident on Blair Drive, adjacent to the southeastern portion of NBC's Universal's proposed development, please include and consider my comments and questions in your review of the DEIR referenced above. Please excuse my referring to NBC's Universal in this letter as Universal. I do so to reflect the many owners whose choices have re-defined the lot, its functioning and the community's experiences of Universal over the years. Their contributions are all relevant to the discussion of impacts at hand. In my community, residents frequently own their houses far longer than it takes for Universal to change its controlling ownership. This reasonably invites speculation about how the next controlling interest will remodel Universal's property, and a fear based upon the idea that a house that's remodeled by every new owner is in jeopardy of losing its original and intrinsic character. The point here is that while recognized legally as a person, corporations (particularly those with shifting ownerships) don't experience the long-term effects of their actions the way flesh and blood people do.

I certainly don't envy the responsibility you and other public officials bear in deciding the fate of this project. The Cahuenga Pass area has historically been a sensitive one for development due to limitations of traffic flow from the city portion of LA to the valley portion and vice versa, and also due to the hills and weather patterns in the Pass itself that intensify noise and pollution impacts upon its inhabitants. As a region it is not comparable with areas of the valley or city without hills that funnel the wind and noise and concentrate pollution. These differences need to be considered most specifically at the level of the proposed project. Deferring responsibility for these differences through comparisons to functional growth projections for other regions of the city and valley made by other governmental agencies does not reflect an understanding of the terrain and the community to which this DEIR refers. How does the DEIR address increasing population density impacts on people living in hilly canyon regions like the Cahuenga Pass (historically called Black Horse Canyon, but that's another story)?

It seems obvious that the review period for this very large DEIR does not allow time for a reasoned and full review by homeowners, such as myself. Universal's efforts to clearly inform the public have also been more vague and generalized than overtures made in the past that would carry out this neighborly responsibility. The time needed to fully read and comprehend a document of this length far exceeds the time allowed for public comment – a very disappointing aspect in such a monumental process. I believe the length and scope of the DEIR is daunting and beyond my and probably most citizens ability to fully assess for its scope, content and impacts without the help of professionally trained advisors. I applaud all of us that are attempting under these unreasonable constraints to do so. As a result, the outcome rests on your and other public officials' shoulders. Your diligence will significantly impact the trust in public processes to prevent decisions that end up negatively impacting not only the neighboring communities but also NBC Universal's (or should it be called Comcast Universal at this point) ability to actively contribute as a business to the quality of life in its environs. Of course, hindsight or "Monday morning quarterbacking" will allow all of us to assess at our leisure (whatever that term may mean in the future) the scope and impact of this project. That is all of us with the caveat that the controlling ownership of Universal doesn't escape such reflection of consequences to Los Angeles by selling their controlling interest and leaving the problem to another "legal personage" as has happened several times in its recent past. Again, I don't envy you the responsibility you bear to the city and its inhabitants. Having been a resident in the adjacent city of Hollywood since 1963 and being married to a woman who has grown up in Hollywood, I would have liked to contribute to the decision-making process in a more considered way. In my opinion human history is fertilized with fast decisions in complex processes that have led to negative outcomes. Hopefully you will not let this be the case as you facilitate Cahuenga Pass' future functioning for this city's present and future population.

With that said, I will mostly leave the impacts of population density and its traffic considerations to others. Though putting an additional 2,937 dwellings, 500 hotel rooms and 2,004,952 square feet of commercial development (approximately 50% more commercial development for Universal) into an already overly congested area with an increasing percentage of freeway accidents and congestion than I believe is typical in LA's freeway system seems to speak for itself.

To the current decision makers at Universal it clearly speaks a different message. The conservative suggestion posed by the DEIR is that adding the daily impacts of around 10,000 additional people (plus whatever additional people these new businesses draw as customers) to the existing daily impacts will not significantly degrade the quality of life in this region and as a consequence the city it serves. That's a lot to comprehend and trust. Particularly, knowing that despite rhetoric and having met all of the planning requirements, time will tell and city dwellers will experience what local government has permitted — long after the current planners at Universal have departed, which it seems may be soon.

Universal's increasing expansion has historically caused surrounding homeowners in the neighboring communities to fight to reduce, buffer or challenge Universal's right to continue or add to their activities. In the backlot area, Conditional Use Permits (1495 in 1980 & 90074 in 1991) have limited the zoned commercial uses that are permitted and attempted

to define what might be sufficient for both the residences and for Universal to effectively co-exist.

Before the present CUP (90074) was decided upon by County Regional Planning, I headed a negotiation committee for my local homeowner's organization, The Hollywood Knolls Community Club (HKCC). We met with Universal and established several areas of concern in the negotiations: light and sound intrusions, traffic impacts, aesthetic considerations, usage considerations (i.e. time constraints), oversight of violations, security, etc. Mutual solutions to impacts portended by their newly proposed backlot activities were worked out and approved by Universal's owners from that time period. We, the HKCC and Universal Inc., in 1991 collaboratively presented and gained passage of County Regional Planning CUP 90074. To this day it effectively and amicably governs and limits backlot usages permitted by zoning. That negotiation established that residents could collaboratively join with Universal's professional consultants and decision makers to reduce adverse impacts and find agreeable outcomes for both parties. The concerns informing that process and reflected in CUP 90074 still apply and should all be addressed in the DEIR's proposed solutions to impacts upon the region it governs.

I think that local impacts, such as those regulated by the CUPs, have been overlooked, perhaps due to the complexity and scope of this project. Let me focus on the kinds of concerns that impact my home and neighborhood as examples of what might not have been addressed sufficiently in the DEIR. My comments will focus specifically on the portion of the DEIR that addresses the Blair Drive adjacent area of the proposed project. That's where my 31 years of living adjacent to Universal's backlot and negotiating successfully with them in the past may best contribute to analyses of what the proposed future seems to locally portend.

Sound transmission is a delicate issue in the southeastern portion of the project. The adjacent homes are slightly elevated above the backlot; therefore residents easily hear slightly raised voices (construction workers, set builders or security guards talking) as well as vehicle and other sounds. With hard-surfaced 5-10 story buildings (dwellings &/or commercial) in that space sound will undoubtedly bounce and travel upwards towards the homes, creating similar acoustic effects to those heard in a narrow canyon or ravine. The DEIR contends that the sound will not amplify as it is "channeling" between the buildings towards the homes (see pp. 1023-4). To my knowledge sound is additive and sound waves both amplify and cancel each other out in the process of mixing. I invite you to visit a busy kindergarten room or local restaurant where all of the parties may be speaking, not shouting, yet the combined effect is of an uncomfortably loud noise as intrusive as shouting. Indeed, even accepting the unlikely possibility of non-additive sound concentration as it passes through a narrowed passageway, the DEIR acknowledges that the subjective impact could be as high as a 20db change in awareness over a very short distance (in line with the break between the buildings and in the sound shadow of the building). Unfortunately, human senses don't operate objectively according to only the physics of sound alone, we experience relative changes in environmental factors. A small noise late at night can be more intrusive than a much louder noise during the day due to expectations and a long history of evolution that has given us arousal structures in the brain that uncontrollably and arbitrarily engage stress responses that raise blood pressure, heart rate and hypertensive alertness. Increased stress is a very significant quality of life issue that all of us react to unconsciously with health burdens called allostatic loads (with more time I would give you scientific research to support this statement [see the work of Robert Sapolsky of Stanford or Bruce McEwen of Rockefeller University in NYC], though Universal's experts should easily recognize the concept — unfortunately time again is superfluous to the public process here). Imagine one area of a person's house and property subject to the "channeling" area and another to the building shadow effect. The impact, particularly if the split was experienced within a living room or bedroom would be very stressful — potentially causing chronic stress, which contributes significantly to negative health consequences over time. Add the density of people proposed in the Mixed Use areas and it would seem that sound buffers are critically needed reduce tensions and stressors from the unexpected sharing of music, parties, construction noises or even do-it-yourself projects. Sound buffering mitigations seem cleverly dismissed in an unrealistic way in the DEIR based upon an assumption of no sound amplification and human senses responding to arbitrary sound readings by sensors placed not where we live but where we don't live. Where are the sound measurements that explore sound transmission in the backlot/backyard environment that's proposed for transformation? The sound measures provided (measurements at the street level in front of homes) do not reflect nor do justice to defining this problem.

One large battle historically between the neighbors and Universal led to covering of the Amphitheater at Universal so that the dispersed sound from the performances wouldn't compete with conversations in the neighborhood or at the dinner table. Sound intrusions improved greatly by that concession, giving Universal and the HKCC neighborhoods of the Hollywood Manor and the Hollywood Knolls much more freedom to enjoy each other and/or profit from the change. Yet to this day certain weather conditions bring music from Universal's venues audibly into the community causing some neighbor's distress and ill feelings towards Universal's activities.

What looks good on paper and in concept has often proven to be far less functional in practice for both Universal and the neighboring communities. Note Universal's 1B grassy parking lot from CUP 90074 that conceptually seemed like an excellent compromise, yet became so functionally problematic it isn't used for parking. It makes sense to go slowly and uncover issues before dramatically changing a sensitive environment. It's better than having prolonged battles fending off or correcting planning mistakes that could have been remedied.

The DEIR indicates roads behind and between the buildings suggesting traffic access to the back (Blair Dr. side) of the buildings is proposed in Planning Subarea 6 (Figure 18, p. 310). Presently, studio security vehicles driving along the gravel & dirt fire road adjacent to the Universal's back fence have been sufficiently noisy to awaken us in the early morning (a relative sense). A sudden change in ambient sound level can be more disturbing at times than the absolute noise levels attained. These impacts need to be considered. Consequently, what mitigations are offered regarding the use of this road for still noisier traffic (delivery trucks with back up alarms, motorcycles, cars with modified or noisy exhausts, etc)? Have time restrictions on usage, silent backup alarms, or other measures been considered?

The 50' open space with 10' of landscaping proposed in DEIR Open Space Area 1 is an ineffective mitigation relative to sound intrusions. Trees - particularly one row, which is all the 10 feet of required landscaping would allow, will not buffer sound. I found no sound walls or berms proposed in the DEIR that address the back road's (adjacent to the backlot's southeastern fence) potential sound problems. In the case of my home, even the tree buffer doesn't apply as setback considerations appear to end midway along the back fence separating Universal's backlot from my backyard (see Figure 13, p. 288; Figure 15, p. 295 & Figure 41, p. 563). It seems I need to rely on "The Applicant would also work with individual interested Hollywood Manor property owners of Existing Off-site Residential Uses south of the intersection of Blair Drive and Troy Drive that share a common boundary with the Project Site to identify and install landscaping which visually buffers new development. Landscaping requirements identified through this process would be modified, if required, to provide an integrated and coordinated landscaping treatment for the eastern edge of the Project Site (564) IV.A.2)." This is encouraging (it was a consideration we negotiated for in Universal's last CUP modification attempt that they failed to complete) and less daunting perhaps to me than some of my neighbors who are unfamiliar with what that might entail as a process. However significantly impacted Charleston Way homes, which are more elevated than the southeastern Blair Drive ones, are not included. Nor is sound mitigation included as a consideration unless the landscaping is potentially done with stands of large bamboo 10' wide (it has effective sound reducing capabilities). It also bothers me that Universal didn't notify me or to my knowledge others of this clause and how it would be invoked. Who or what department, phone number at Universal will be responsible for this function? (If I hadn't read it, would it available?)

If the road behind the buildings were moved to the front and any garages or delivery entrances to the side of the buildings a significant part of the potential sound problems might be reduced — Certainly sound buffering could more easily be done, if, unlike the expectation in the DEIR, sound did exceed reasonable quality of life limits. A caveat here, I don't believe so but I may have in my rush to survey this document misconstrued what appears to be a road. Figure 21: Proposed Circulation Plan, p. 336, indicates what appear to be roads as pedestrian paths (see labels). If so, I'm overjoyed. Voices and people walking are so much easier to mitigate. Wouldn't it be wonderful if architectural elevations were shown that clearly delineated roads from pedestrian paths as is done in figure 17, p. 307 for Trailhead Park? It's hard to conceptualize and to comment on certain features like elevation differences across the backlot and the neighboring Blair Drive homes without them. Why have such traditionally standard plan elements, which quickly clarify

perspective from a standing person's vantage point, been allowed to so often be left out of the DEIR?

The location of the proposed dwelling units in the southeastern portion might be better served towards the northern end of Blair Dr. Universal's hillsides in the northeastern portion of the backlot rise more dramatically to Blair Drive and therefore offer more effective, natural sound and aesthetic possibilities for buffers to impacts from the increased population density of residents sharing the small backlot area. Rear delivery roads or garage entrances might more easily be facilitated since berming or sound walls on the Open Space District 1 hillside would be easier to construct effectively if needed (see Figure 15: Proposed Setbacks from the Eastern Property Line Within Mixed-Use Residential Area, p. 295, and note where the 50' setback shifts to a 20' setback as we move north along the property line). The ridgeline above Blair Dr. at that point has fewer elevated houses on streets above Blair Dr. In the southeastern portion, Charleston Way has many houses above Blair Drive exposed to sound from backlot activities. Sound subjectively intensified by bouncing off the proposed buildings and "channeling" between them will most likely travel by line of sight (transmission principle for sound) and impact these homes significantly. How are these sound issues studied and addressed in the DEIR? Where are the pertinent sound receptors and their readings?

To my knowledge no buffering except the buildings themselves has been suggested and no sound tests have been conducted to study the conduction of sound from the backlot activities to the backyards of Blair Dr. or Charleston Way residences. Having said this let me note that Universal owns homes adjacent to mine on the north and the south. Only the one on the south is occupied. Sound readings could have been taken behind them, but I saw no such references in the DEIR.

In February of 1980, my wife and I moved into our home — the same month and year CUP 1945 took effect. That CUP allowed Universal to remove a hilltop buffering our view of Universal and sound impacts, like car alarms. Large earth moving machines slowly scraped something like 110' from the elevation at the top of the hill, which sat where the flat parking lot adjacent to Universal Studios Bl. enters, until the parking lot's level defined the elevation. Daily construction noise and dust was endless for well over a year. It was difficult to live near Universal with a newborn son and witness a hill and buffer disappearing. Mitigations like dual glazed windows offered neighbors were unavailable to us since we hadn't lived there during the homeowners/Universal dispute. Subsequently building projects like the parking structures adjacent to that parking lot led to a concrete manufacturing plant being installed on the backlot that not only emanated noise and dust 24 hours a day but had alarms that blew loudly any time sand, water or concrete ran out. With each project we looked forward to the project's completion for relief from the stress. This project promises a longer period of impact with worse noise impacts according to pp. 1004-1013, Table 63-67, pp. 1004-1111 & Figure 96, p. 1014. Construction may occur at night, weekends, & holidays if the site is over 400' from a residence (p. 1034), trucks can be loaded with dirt or other dust-emitting material by small bulldozers within 15' of property lines and construction equipment can operate within 30' of a property line without specified mitigations for sound reduction, dust abatement, backup alarms noises or onsite enforcement of the these conditions. Historically, Universal appeared to violate some conditions in CUP 1945 on weekends and holidays, but, since County Regional Planning enforcement didn't work weekends, neighbors had little evidence or recourse. This was mutually resolved in CUP 90074 by a stipulation designating the negotiating committee of the HKCC with oversight abilities to address any apparent violations and seek resolutions with, at that point, MCA Universal directly. This condition was mutually arrived at by Universal and the committee. Where is that kind of consideration addressed in this project? Intense conflicts can escalate if no possibility of effective conflict resolution is in place.

Given that a project of this scope will significantly degrade the quality of life in nearby residences during the construction phase, why aren't new and/or known mitigation measures for sound, dust abatement, violations, and backup alarms required and enforced onsite during the construction period? If they are, where are they spelled out clearly, particularly for the southeastern portion of the project noted as more vulnerable and more impacted than the northeastern portion or other areas? Note the consideration given in Measure C-4 for a noise mitigating sound wall (for hauling on Forest Lawn Drive) if the noise level increases 5 db. Why is that not a minimal consideration pertinent to construction noise in the southeastern portion as well?

With regard to aesthetics and visual impacts, the proposed project brings about very significant changes. Presently, the results of CUP 90074 affords views of the distant Valley as well as a visual buffer of layered, fully mature cedar, fir and eucalyptus trees screening the parking lots previously visible and audible from the homes adjacent to the southeastern portion of the backlot. These trees are planted on a 6'-15+' berm that blocks road noise from the adjacent drive and flat parking lots. They have fully acclimated and thrive in their present location. The soil beneath the berm is dense, often bedrock as witnessed by stunted eucalyptus trees along the berm's edge allowing them only shallow soil for their roots. This is where the hill mentioned earlier was excavated for a parking lot and to fill the adjacent valley where the Scrim & lake are presently located.

The berm is slated to be removed due to it's lack of effectiveness at screening freeway noise (never a functional consideration for that berm, except with regard to a small effect from the southeastern most end where I recall that Universal's sound readings taken on Blair Dr. south of 3325 in connection with CUP 90074 showed a decrease in freeway sound between 3.5 – 5 db. I also believe the berm in that area was built up to nearly 20' to facilitate that reduction, though I'm sure it's compacted somewhat over time.

With the berm's removal, the fate of the trees is unaddressed in the DEIR as far as I could find. What will happen to these wonderful trees that presently, aesthetically screen parking lots and drives? Will they be transplanted within the new landscaping, donated to a park site for transplant or destroyed? This raises a question: What size trees are to be planted in the Open Space and Landscaped Areas? The evergreen trees on the berm were brought in at great expense being nearly mature and hand picked for freedom from pine beetle infestation (a significant consideration these days). It would be a shame to waste such acclimated mature specimens, and replace them with smaller, less mature trees. After over 15 years on the site they deserve the consideration of discussion.

This area has buildings up to 95' above the future grade level. P. 298, Table 4, 825' height zone, which also displays this data as only 30'-60' above the existing grade. I found no mention of an excavation that would lower the existing grade by 25+' so I'm confused how these 2 figures relate. Why aren't any grade changes and building heights shown in elevation drawings? Wouldn't that kind of a grade change potentially make mitigating the noise impacts discussed above somewhat easier? Though it would also open up more freeway noise into the southeastern potion.

Obviously, to comment intelligently on the DEIR, I would like to be able to decipher the height of buildings that will be located behind my house. Will I be looking at a building 20' behind my rear property line that is 30' high? If so, my view is somewhat preserved from the upper story of my house, or a 95' tall building at which point my view is of the back of that building, which will have no trees or landscaping mind you, and of the sky above it. It clearly would make a difference in my commentary if I knew. I wouldn't object to a 30' high building since it will help to block sound without destroying my view. Also a 30' high building without trees to buffer it could be buffered from trees planted on my lot, or with landscaping decided by meeting with Universal's representatives as mentioned in the DEIR and earlier in this letter. While a 95' building without trees to buffer its rear face would block sunsets, any views and depress my yard with shadows all summer - clearly not a desirable outcome. This is a wide and unreasonable discrepancy not to be able to address during the comment period, particularly when I helped Universal representatives in the last failed attempt to change the CUP obtain pictures from each of the exposed Blair Drive homes so that any future projects could specifically address view impacts to homes in this unique community. Those pictures are not in evidence in this DEIR and I wonder why. Do the new owners have less regard for impacting the adjacent community than the previous ones? Where or how can the lack of clarity I'm experiencing about that information be clarified? I'm certain numerous questions about the project will emerge for me and others, both during the process of the planning and its construction, if it is approved. This project will affect people's future decisions. Where do we obtain clarification and reasonable responses? Has Universal provided a phone number for that or an assigned site location and person?

Figure 15, p. 295 shows a connecting road (the connection furthest south) between the proposed North-South Road and the road running behind the buildings adjacent to property lines. It would open sound "channeling" for traffic noise from both roads and the connector directly to my rear property – again no buffers for sound nor for visual impacts. The scale on this drawing shows the road as much wider than the public roads in the Manor. Headlights, streetlights, reflections from windshields parked or moving, engine noise and I'm sure issues I haven't thought to conjure suggest themselves. My home could easily become the guinea pig for the sound amplification debate proposed earlier. Half of my yard could be in a building shadow and the other half open to street and increased freeway noise combined. Such a condition would create an experience among the loudest of projected measures expected outside of those projected for the construction period. What redress is available if such a disappointing and devastating outcome occurs? Is Universal prepared to address inadvertent adverse outcomes resulting from it's mammoth project with local homeowners after the approval if that comes to pass, and if so by what process? Will the Planning Departments mediate or responsibly attest to impacts that are beyond those expected and enforce needed mitigations and/or corrections, even if it concerns a single homeowner? Will future owners or controlling interests of Universal be held accountable for the spirit of the DEIR planned project if it's approved or will they be able to shed liability with a "within the law" approach?

I fear that in significant ways, the magnitude of this project, the process by which it has been revealed and the brevity of the public comment period have all shifted homeowners adjacent to the project towards becoming proverbial "canaries in the cage" used historically by mining companies to assure progress can continue. Canaries with little say about the conditions to which they are subjected die to broadcast that the miners in imminent danger have only a brief period with which to rescue themselves. The mine in this metaphor is the Cahuenga Pass. I further suggest that long-term residents often know through experience and familiarity significant details that can discern negative impacts that would otherwise be missed by regulations, assumptions and conventions familiar to planning officials and new owners of proposed developments. That such a situation is seen as or becomes a battleground is a travesty for common sense. I believe that gathering insights from all sources should be taken seriously with respect and consideration for the environment being changed and the disruptions such projects bring to the status quo. It is in this spirit that I note the concerns above and acknowledge that I've addressed a very small and personally important part of the questions raised by this project. Hopefully what I have written will be seen as an example of the kinds of concerns that may still be unanswered or at least haunting the impacted individuals that will live with and breath this project (literally).

Sincerely,

Richard Carr, Psy. D.

3331 Blair Drive

Los Angeles, CA 90068

H: (323) 876-3504

Fax: (323) 876-3218

E-mail: ricarr4001@gmail.com

Thank you for your consideration,
Richard Carr
--
Richard Carr, Psy. D.
4001 Alameda Ave., Suite 205
Burbank, CA 91505
(818) 559-7263

DEIR ENV-2007-0254-EIR 2011.pdf
167K

Letter No. 131

January 20, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference #: File ENV-2007-0254-EIR

Dear Mr. Foreman:

I recently found from the environmental impact report that NBC Universal will be paying for a new southbound onramp to the Hollywood (101) Freeway in the Cahuenga Pass. This is great news. The surrounding streets and freeway during rush hour are often a mess, making it difficult to navigate. This area gets congested and getting off Cahuenga Boulevard and onto the freeway will be greatly improved by a new onramp. And apparently, the studio will make improvements to streets such as Lankershim and Barham. Although the benefits of their expansion plan make sense in tackling the city's job and housing problems, for me, these traffic improvements are reason enough to support the plan.

Sincerely,

Pamela Castro

Pamela Castro
5513 Fulcher Ave., Apt. 19
North Hollywood, CA 91601-2479

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 132

Anthony Chai
10822 Fruitland Dr
Studio City, CA 91604-3508
January 19, 2011
562-260-7788

RECEIVED
CITY OF LOS ANGELES
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CITY PLANNING
COMMUNITY PLANNING BUREAU
Msalazar

January 21, 2010

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal project (ENV-2007-0254-EIR)

Dear Sir:

As a resident of Studio City near Universal Studio, I would like to express my view in support of NBC Universal expansion.

One of the aspects of this project that seems to be overlooked is the public benefits that will result from it, in addition to the countless number of jobs that the project will create.

The draft environmental report, however, reports on a wide range of services and financial support that the project will provide as it is built out. From funding and space for public libraries to a planned 35 acres of parks, trails and open space, the plan will bolster our cultural and recreational resources.

No less important are the plans to invest in new fire-fighting equipment for the city and county, a new sheriff's station, even a new DWP electrical substation. While these facilities are primarily intended to serve the project itself, they will nonetheless help enhance service to the surrounding area as well.

I encourage all decision-makers to approve this project.
Sincerely,

Anthony Chai

Anthony Chai
CC: Mayor Villaraigosa
Councilmember LaBonge
County Supervisor Yaroslavsky
Director of City Planning LoGrande
Director of County Planning Bruckner
Darnell Tyler, NBC Universal

Letter No. 133

Jon Foreman <jon.foreman@lacity.org>

Comments on NBC Universal Expansion (DIER)

Charlotte Chamberlain <cchamber@sbcglobal.net> **Fri, Feb 4, 2011 at 5:17 PM**
Reply-To: Charlotte Chamberlain <cchamber@sbcglobal.net>
To: Jon.Foreman@lacity.org

Dear Mr. Foreman:

I am deeply opposed to the expansion of the NBC Universal. Please see my attached comments for details.

Sincerely Yours,

Charlotte A. Chamberlain

NBC Universal Environmental Impact Comments 20110204.pdf
26K

2/4

NBC UNIVERSAL; EVOLUTION PLAN DEIR

SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Name: **Charlotte A. Chamberlain**
Organization:
Address: 3483 N Knoll Dr
City, State. Zip: Los Angeles, CA 90068-1561
Phone (optional): 323-646 5194

Comments

My husband and I have lived in the Hollywood Hills above Braham Blvd since 1984 and our neighborhood retains many of the features that still make it an attractive residential community. We have seen escalating growth in traffic and congestion in the area over the past 26 years much of which is due to the popularity of the Universal Studios entertainment complex. I feel that the proposed expansion of new buildings and activities at Universal Studios can only degrade the quality of our residential community and its property values.

The DEIR states that there will be an 80% increase in traffic to the area. My husband has a daily commute that takes him off the 101 freeway south at Barham exit, left onto Cahuenga, left at Barham and up the hill to Lake Hollywood drive. This part of his commute during the 5:00 PM to 7:00 PM period now takes at least 10 min for about 1 mile of travel. This has increased from 2 or 3 minutes just 5 years ago. This stretch of travel on the Barham corridor is essential for people living in the Barham corridor as well as commuting further to Forrest Lawn drive and onto the 134.

I often travel at peak rush hour to go north on the 101. Turning right from Barham to Billy Holly Dr. now often takes 5-6 minutes compared to under one minute 5 years ago. What is the mitigation plan such that the increased traffic will not cause this to become completely grid locked?

I believe that the planned access road on Universal property to the 134 will not mitigate the increased traffic from the new jobs such that commuting along Cahuenga and Barham will get worse from the already serious delays in the area. The plan does not state when this road will be built relative to the addition of people at the new jobs nor does it state how many of these additional trips will be diverted off the Barham corridor onto the new road. It is essential to get these issues answered and reviewed.

The use of Lake Hollywood drive to skirt around the Barham / Cahuenga intersection has increased substantially over the past five years. I use Lake Hollywood Drive 10 to 15 times per week because it is the main route in and out of my residential area. The likely backup on Lake Hollywood Drive making turns onto Barham is at least 5 cars and many times 8 to 10 or more cars

which are too many to make the turn during a single cycle of the light. This is particularly true when the backup on Barham during the morning and afternoon rush hours and fills the intersection. What is the mitigation plan for reducing Barham traffic such that these turns can be made and what is the mitigation plan to prevent non-residents from flooding the residential streets in an effort to avoid the Barham and Cahuenga congestion?

The plan is especially deficient in that is does not address the added impact to traffic in the Highland / Cahuenga / Barham / 101 freeway area due to the Cirque du Soleil theater performances at Hollywood and Highland. These performances are expected to bring a few thousand customers per day into the area. The DEIR must address this issue because of its impact.

Increased traffic bring noise and air pollution. The Hollywood Hills residential area lies above the 101 freeway and the Cahuenga intersections with Barham, the Universal property entrance and the Universal Metro station. What are the increase noise levels and air pollution levels to our residential areas? Noise is a nuisance whereas pollution will cause long term health problems. Both of these will have a very negative effect on the desirability of this area as a place to live and hence a negative impact on property values.

Overall I am opposed to the sheer scale of the NBC Universal project in that it is inconsistent and insensitive to the predominantly residential neighborhoods that surround it. The attraction of new jobs, investment, green buildings etc is not good on its own because the price to our residential neighborhoods will be too high. **We the residents will bear the burden of traffic congestion, noise, increased air pollution, crime and reduced property values by this enormous project.** The quality of our lives will simply be relegated to secondary status if NBC Universal is allowed to proceed with this project at the scale they have proposed.

In addition, I think the DEIR is inadequate in addressing the real negative impact to the long-standing quality of the surrounding residential neighborhoods.

Charlotte A. Chamberlain

Letter No. 134

Jon Foreman <jon.foreman@lacity.org>

Draft EIR for NBC Universal Evolution Plan

Ann Champion <horsedrawn@mindspring.com>
Reply-To: Ann Champion <horsedrawn@mindspring.com>
To: jon.foreman@lacity.org
Cc: councilmember.labonge@lacity.org

Fri, Feb 4, 2011 at 4:57 PM

Dear Mr. Foreman:
The Draft EIR for the NBC Universal Evolution Plan is woefully inadequate because it does not include the adjoining MTA development on Lankershim Boulevard. These two projects cannot and should not be considered separately because they are two parts of the same whole.

Both of these projects are grotesquely ill-considered. Individually and together they will have a horrific negative impact on the Cahuenga Pass. A pass is by definition a narrow opening between mountains. The Cahuenga Pass already cannot support its present traffic load. That traffic load has greatly increased in recent years to the point that even one of these projects would make the amount of traffic in this topographically restricted area completely unsustainable.

Public comments from affected residents have made it abundantly clear that a great deal was left out of the present Draft EIR. The City of Los Angeles needs to stop being a whore for large developers and corporations at the expense of its residents. The Department of City Planning needs to start over and make an accurate and realistic Environmental Impact Report that studies both projects as the single entity that they really are.
Sincerely,
Ann Champion
6806 Woodrow Wilson Drive
Los Angeles, CA 90068

 2/A

Letter No. 135

Jon Foreman <jon.foreman@lacity.org>

Opposed to NBC Universal Expansion

Melanie Chapman <melanieachapman@gmail.com> **Thu, Nov 4, 2010 at 12:22 PM**
To: jon.foreman@lacity.org

Dear Mr Foreman:
I am writing to express my STRONG opposition to the proposed expansion of commercial development on the Barham side of the Universal lot.
As a longtime resident of the neighborhood near Universal, I do not want additional commercial and residential buildings adding to the noise and environmental pollution as well as traffic congestion in the area. Anyone can see what a disaster those Work/Residential lofts built next to Universal (where the Center for the Blind used to be) have turned out to be- ugly, built right next to a freeway and as far as one call tell, remain largely vacant. This is but one example of the loss of undeveloped or green space in this area which benefits building contractors but not people who live in the area.

There is already ample housing available and the Sheraton and Hilton Hotels are sufficient to meet actual demand. I believe they too stand laregely empty much of the time.

For residents who have to deal with traffic jams when Universal has concerts or other special events such as the recent Halloween Haunts, it is a drag to live in an increasingly dense area. We do not need further development and dont welcome it.

Why dont you come live with us for a while and sit in our backyards and listen to the ever louder drone of traffic noise from the freeway, or sit in traffic on the freeway on any given night and then tell us we need more of the same.

I am not sad if GE is regretting their purchase of NBC Universal and trying to sell off its various parts to recoup their expenses.
Perhaps they should concentrate on spending less on bad film and television products and not further pollute our air as well as airwaves with crap and clutter.

Sincerely,

Melanie Chapman
4170 Elmer Avenue, Studio City CA 91602

Letter No. 136

DALE CHRISTENSEN
5222 COLFAX AVE
VALLEY VILLAGE, CA 91601

February 3, 2011

Mr. Jon Foreman, Senior City Planner
Los Angeles Department of City Planning
200 North Spring Street, Room #601
Los Angeles, CA 90012

RE: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I appreciate that the average citizen has an opportunity to provide input on changes that affect our neighborhoods and the quality of life in Los Angeles. This is a great process where everyone's voice can be heard.

My concern is the environment. If we want to improve air quality in the basin we have to change the way we commute. That's why I was impressed to see in the Draft EIR that the Evolution Plan has invested so much in transit improvements, not just adding more and bigger streets.

The idea of offering residents two transit passes a month is genius. We can begin to get people off the roads and improve air quality and traffic in Southern California.

Regards,

Dale Christensen

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 137

January 24, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File ENV-2007-0254-EIR

Dear Mr. Foreman,

I'm all for creating more jobs in the industry; I trust that NBC/Universal will take all reasonable measures to ensure that the quality of life in the SF Valley will not be significantly impaired and as a resident and co-worker in the industry, I give my blessings to any and all plans for expansion.

Sincerely,

-Mark Christian

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 138

January 31, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference #: File ENV-2007-0254-EIR

Dear Mr. Foreman:

I believe the NBC Universal Plan will help spur economic activity in the entertainment sector.

I appreciate the City of Los Angeles' thorough analysis of the Universal project and am genuinely thankful to see in the environmental impact report that the studio plans to invest in its production facilities with new sound stages. Many in the entertainment business have voiced concerns about movie and television work moving out of Los Angeles. There also are countless companies like my company, Clairmont Camera, which service the movie & TV industry and whose success is dependent upon the industry they serve. The entertainment industry is vulnerable, and we need the studios to reinvest here in Southern California to ensure that good, high paying jobs stay. Companies like Universal need the city's help to do business here and make sure Los Angeles remains the leader in film and television.

Regards,

Denny Clairmont

Denny Clairmont
4343 Lankershim Blvd.
North Hollywood, CA 91602-2705

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 139

RECEIVED
CITY OF LOS ANGELES
JAN 21 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU
Mpalazzi

January 20, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to you to express my complete support of the NBC Universal plan. I have seen the brochure and read the information about the planned project and I think this is an exciting and positive development for the community in which I live. I think it will bring much needed funding and jobs to the City of Los Angeles.

The environmental report on the project details many steps that NBC Universal will take involving environmentally friendly practices and technologies, including water and trash recycling programs, cool roofs, and energy-saving heating and cooling systems, equipment and appliances. I am confident that they will be bringing a state of the art complex with the impact on the environment taken carefully into consideration. This includes being very mindful of water resources and using recycled gray water for landscape irrigation. I highly support this "green" project.

Sincerely,

Kathy Coakley

Kathy Coakley
5257 Radford Ave Unit 209
Valley Village, CA 91607-4413

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 140

RECEIVED
JAN 13 2011
BY: Msalazar

Mr. Barry Coates
6029 Ethel Avenue
Van Nuys, CA 91401

January 10, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

FILE #: ENV-2007-0254-EIR

Dear Mr. Foreman:

I write to express my comments on the Evolution Plan as detailed in the Draft EIR.

I truly believe this project has the chance to change the way people live and commute to work in Los Angeles. This isn't rocket science; if you put housing and jobs in close proximity to transit you can change the way people live. It's time that we Angelenos get out of our cars.

I appreciate the thought that went into this plan and I would like to see more opportunities to connect the community to transit.

Yours truly,

Barry Coates

Barry Coates

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of LA
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 141

RECEIVED
JAN 27 2011
BY: Malazar

John Coffey
3325 Cahuenga Blvd W
Los Angeles, CA 90068

January 26, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I like many things about the NBC Universal Evolution Plan, but what I am most excited about is the renewed investment in the entertainment industry. For the past few years, the city has seen entertainment jobs and production move out of state and it's time to bring them back.

The NBC plan -- with its new soundstages and post-production facilities -- will go a long way to keep production and jobs here. You can do your part by ensuring the project comes to fruition.

I own both a home and business close to Universal and believe this project will benefit all of us in the neighborhood.

Thank you for your time.

Kind regards,

John Coffey

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 142

David Cohen
5510 Sepulved Blvd. #224
Sherman Oaks, CA 91411-4507

February 1, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal project (ENV-2007-0254-EIR)

Dear Sir:

I am writing to express my support for the NBC Universal Evolution project.

The Draft EIR shows that NBC Universal is willing to make significant investments in transit improvements. Offering residents transit passes, and connecting the property to transit options such as the Metro, bus lines and new shuttles, will encourage and incentivize people off the roads and improve air quality and traffic in Southern California.

It appears that there are also extensive measures to control and limit air pollution during construction. Requiring contractors to use diesel particulate filters and comply with control measures like limiting truck idling and keeping all construction equipment in proper tune will certainly reduce AQ impacts during construction.

Sincerely,

David Cohen

CC: Mayor Villaraigosa
Councilmember LaBonge
County Supervisor Yaroslavsky
Director of City Planning LoGrande
Director of County Planning Bruckner
Darnell Tyler, NBC Universal

MK

Letter No. 143

Jon Foreman <jon.foreman@lacity.org>

universal DEIR

rickcole@rickcole.com <rickcole@rickcole.com> **Fri, Feb 4, 2011 at 3:20 PM**
To: jon.foreman@lacity.org

Jon Foreman

Please see attached

Regards,

Richard A. Cole

jon foreman.docx
13K

February 4, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

Re: **NBC UNIVERSAL EVOLUTION PLAN DEIR**

SCH NO: 2007071036

City of Los Angeles File No.: ENV-2007-0254-EIR

County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

I have been a resident of Toluca Lake, South of Riverside Drive, for over thirty years, as well as a Member of Lakeside Golf Club for about the same time frame. I have experienced for the same period the excess noise abuses and traffic problems our community has suffered from Universal Studios by its various owners during these three decades...through the Wasserman years, the Seagrams' years, the Matushita Electric years, the NBC years, etc, etc. All of these owners have promised mitigation of some kind...no mitigation has ever been dealt with by any owner. The noise from the WaterWorld show was ordered mitigated or the show shut down thirteen years ago by Councilman John Ferraro and Universal paid no attention to his demand. The show remains in its original format to this day.

The current 39,000 page DEIR the new owner Comcast has inherited from NBC reads like a fairy tale. no Traffic mitigation and noise problems are total guesswork. Most everything I have read in the DEIR is baseless and designed to confuse the reader. The Universal DEIR at 39,000 pages is a document no one can possibly comprehend. This is much too ambitious a project for one DEIR. It should not be allowed to stand.

Sincerely,

Richard A. Cole

c/o 10061 Riverside Drive, #1007

North Hollywood, CA 91602

Letter No. 144

RECEIVED
JAN 25 2011
BY: M Salazar

Gino Conte
6041 Alcove Avenue
North Hollywood, CA 91606-4302

January 21, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

After looking at the City's environmental impact report, the Universal Plan seems to be the right project at the right time. Given the current economic climate and widespread government budget cuts, this opportunity to build a major project in the City and County of Los Angeles shouldn't be squandered. The city needs more housing, more jobs, and more production facilities, near public transit. I believe in this investment for the future of our city and its residents.

Sincerely,

Gino Conte

Gino Conte

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 145

Jon Foreman <jon.foreman@lacity.org>

response to Evolution Plan DEIR

FCorra@aol.com <FCorra@aol.com> **Fri, Feb 4, 2011 at 8:06 AM**
To: jon.foreman@lacity.org

Dear Jon,
I imagine you are getting lots of mail right about now. Allow me to add mine to the pile. Attached is my response to the DEIR.
Thank you for all your hard work,
Francesca Corra

Dirt Diva Designs
www.dirtdivadesigns.com
818.370.3200

FC response to DEIR_Evo Plan.pdf
68K

Francesca Corra
4030 Cartwright Ave Studio City CA 91604

3 February 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

I would like to express a number of comments about this project. I am requesting that, whether I am making a statement, a comment, or posing a question that you please regard it as a question for the purposes of this DEIR process.

I am extremely concerned about the residential component of the Project. I am not sure why it makes sense to disrupt a whole ecosystem. The Project will decimate an entire oak and walnut woodland and all the creatures, large and small, that populate this ecosystem. It disregards and disrespects the entire River Master Plan. It will cause an incredible amount of stress on our transportation system. All this for a housing component that makes absolutely no sense to anyone other than Universal and our Mayor.

I was born in New York and raised mostly in New Jersey. I grew up knowing how to take public transportation. I started my professional career living in New Jersey and working in New York City. As well, I have taken public transportation in many cities – Paris, London, Tokyo, etc. I know what it is to commute to work. I come from that mentality. That mentality does not exist here in Los Angeles. To expect residents from the new residential component to take a shuttle to the metro and then the metro to their work is just plain stupid. They are not going to do it because it is just not convenient enough.

Are there any other communities – in Los Angeles - that are located this same distance from a Metro station where a shuttle bus is provided and people actually use the system?

Have there been any trials run at all, for a limited period of time, say, where residents of a community – in Los Angeles - were provided the use of a shuttle to take them to a Metro station?

What types of studies have been done – in Los Angeles - to make anyone believe that this system could work?

Why is it necessary to build an entire densely-packed neighborhood on a piece of land that could better serve the entertainment industry?

If Universal built a residential component on the MTA site, it would make so much more sense. It certainly does not need to be almost 3,000 residences, wherever it is. There is no need for that much housing. There is certainly no existing structure to support it. It will stress fire, police, education, library, sewers and roads.

I have to admit that although I have had three whole months, including absolutely nothing to do over Christmas and Thanksgiving, to read this document, I have not read it in its entirety. But I am pretty sure that the Project talks a lot about building a library but, in fact, is only building a structure that the city can then finance to make into a library. That is not what I would call building a library.

The residential component is so dense that it allows for hardly any open space at all. I would define open space as a piece of land – open to the sky – that can be enjoyed by the residents and the public in a recreational way. This would exclude a personal balcony, a community room or a median that divides a roadway.

Universal needs to save and incorporate some open space. Save some trees, save some animals. Save some space along the Los Angeles River for the community to enjoy.

In the last fire on the Universal lot, the fire department had to run hoses from hydrants in the Island neighborhood, across Lankershim and up the hill because there was not enough pressure on the lot. Has this issue been addressed and corrected? If the system is not up to speed with enough pressure to serve their needs.at this point, they should not be allowed to build one other thing until they have fixed it.

The bicycle path is a joke. The bike bath is meant to follow the Los Angeles River along the south bank. This would be entirely possible if Universal would give up this strip of land that cannot possibly be their land to begin with.

Isn't the land on either side of the river owned by the County of Los Angeles?

In conversations with Universal representatives, they have cited the presence of the Technicolor building and security concerns of Steven Spielberg as being excuses not to give up that land. I don't expect that these two excuses are cited in the DEIR but , since as a board member of CUSG, I have sat in enough meetings with representatives of Universal to have heard them expressed, I think it is valid to bring them up in this document.

That Technicolor building is so outdated that it can not possibly be seen as a valuable component of the Evolution Plan.

The water in the River in front of the Technicolor building always looks so nasty. I would like to see some third party testing done on that water to see if there are any chemicals getting into the River from that building.

Is the security of one man in the person of Steven Spielberg so important that it take priority over the concerns of an entire community? I am not just talking about the immediate community. There are hundreds of people who will be using the bike path in the future, coming and going from all parts of the city.

I would like to see a written statement from Steven Spielberg expressing why he deserves such special status.

Who in their right mind expects these hundreds of people to bike up that steep hill?

I live in the Island neighborhood. We have had houseguests stay with us over the years and they always want to go up to Universal. Not one of them has ever been happy with my suggestion to walk over there and walk up that hill. Not one. Biking up that hill would be harder than walking.

Not to mention bicycling down that hill straight into Lankershim traffic. Both automobiles and pedestrians are at risk from out of control bicyclists. That is downright dangerous. What studies have been done that show a bike path with this change in elevation is feasible?

<u>Building heights</u>. Too tall. Too tall. Too tall. Too tall. Too tall. Too tall. Too tall.

Too much shadow. Too much glare. Too much intrusion on our privacy.

I would like to question the validity of the hours of day that you take into account and request that you publish tables that reflect shadows from sun up to sun down as we live in a climate where we enjoy the outdoors at all times of the year. You also should take a re-count of the hours of shadow caused by the project and take those revised numbers into consideration when you make a determination of "significant" or "less than significant". Your shadow-sensitive areas need to be redefined.

Who is going to pay the residents for all the landscaping that we have to redo because we are not getting enough sunlight and our plants are suffering?

Who is going to pay any resident on Willowcrest in the Island for groceries that they have to purchase because they can no longer grow vegetables for lack of enough sunlight.

Who is going to reimburse the residents for all the trees we have to plant to try and gain some privacy from the hundreds of people that will be looking into our yards and homes?

Your conclusion that potential impacts on South Weddington Park are less than significant is based on the fact that the park will be so shaded by the MTA project that the Universal project will not significantly change it. I am unable to dispute such a sadly true statement.

How would that conclusion change if the MTA project does not get built first? I ask the same question in regard to the Island neighborhood.

I would also like to ask the same question in regard to EVERYTHING. The MTA hasn't been built yet. The final EIR has not come out. How can you base any conclusions, any mitigations on something that is only smoke and mirrors so far?

The two DEIRs need to be combined and Universal needs to do some serious rethinking on the MTA site and have that reflect in a combined DEIR.

Construction: The residents surrounding Universal have been very much affected by nighttime construction noises in the past. Sound bounces off buildings and mountains. This is not mentioned at all in the DEIR. There have been numerous instances in the past where my husband and I have been wakened in the middle of the night and my husband has gotten dressed and gone down to the security gate to complain. We have called the hotline number only to get a recording or a person who knows nothing.
It was after many interrupted nights sleep and complaints and the intervention of Zev Yaroslavsky that the community got an agreement from Universal to eliminate nighttime and weekend construction.

Now this DEIR is calling for construction 7 days a week, 24 hours a day, weekends and holidays included. Why is this necessary for a plan that will be built over a 20 year period? What is the urgency in a long-range plan? Is there so much construction to be done that it would take them 40 years to complete on a normal schedule?

As a resident of this community, I would demand – not merely suggest – that Universal be contained in their hours of construction and follow the same rules

that the rest of us have to follow. No nighttime construction. No weekend construction. No construction on Christmas Day, Thanksgiving or any other holiday.

Why is there absolutely no mention made of any green roofs? Or living walls?

Traffic:
I would like to single out only three intersections amongst the many that will be impacted. These three are bad right now and need some serious consideration:

1. Lankershim Blvd and Campo de Cahuenga. First of all, pedestrian traffic needs to be controlled with a tunnel. The tunnel needs to be built. It is virtually impossible to get through this intersection without risk of getting a traffic ticket. If a driver waits until the pedestrian walkway is clear, the driver usually can not make the light. This is true of vehicles traveling southbound on Lankershim and turning right onto Campo de Cahuenga Way.

This is especially true of vehicles travelling east on Campo de Cahuenga Way and turning left onto Lankershim Blvd. The green light is confusing to lots of drivers. They should have a green arrow so that they know the traffic is not allowed to come from the opposite direction. They should also have a green arrow so that no pedestrians are crossing across Lankershim Blvd.

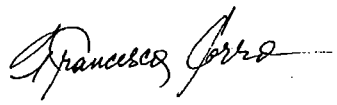
2. Ventura Blvd and Lankershim Blvd. Striping needs to be improved along Ventura so that vehicles traveling east bound and wanting to turn left onto Lankershim can have the opportunity to get into the turning lane while the left turn arrow is still green. As it is now, the lane for cars going straight (eastbound on Ventura) gets so long that a driver wanting to turn left can't get into the left turning lane and misses the green arrow. It's especially frustrating because many times that lane is empty and if you could just get over, you could make the light.

3. Moorpark Ave and Vineland. This is a very poorly planned intersection that always gets jammed up and unsafe. There are too many drivers that are traveling eastbound on Moorpark and want to turn left into the apartments just before Vineland and also drivers wanting to turn left onto Vineland to enter the 134 Freeway. The left turning lane does not accommodate all these drivers and they clog up the lane for drivers going straight eastbound on Moorpark through the intersection.

In closing, I would like to add that I am a board member of Communites United For Smart Growth (CUSG). I have read their response to the DEIR and I am in complete concurrence with everything written therein. I have also read and agree with the response written by the Studio City Residents Association.

I would also like to add that there are quite a few members of CUSG who are related in some way to the entertainment industry. My husband, for instance is an actor. There is not a single one amongst us that want to see the entertainment industry suffer in any way.

Sincerely,



Francesca Corra
Resident of 4030 Cartwright Ave Studio City CA 91604

Letter No. 146

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
JAN 27 2011
BY: M Salazar

RE: Universal City Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

I am writing to express my support for the Universal Studios expansion project that is the subject of your extensive Environmental Impact Report.

The Draft EIR confirmed that the project would construct new storm drains as well as an underground storm water detention feature in the Mixed-Use Residential Area to reduce peak stormwater flows. With these design features, there won't be an increase in the peak flow rate of storm water runoff from the project site. It seems like Universal is doing what it can to ensure responsible development.

This project is good news for the city and county in that it lays out a way to keep our region the entertainment industry capital of the world. This will be a boon for economic development in the region.

Sincerely,

Gregory M. Cover
10746 Blix St Apt 108
Toluca Lake, CA 91602

Copies to:

Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 147

Ben Cowitt
12841 Bloomfield Street, Unit 301
Studio City, CA 91604-1573

January 18, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

The draft environmental impact report for the NBC Universal Evolution Plan says it will create more than 40,000 new jobs including entertainment jobs. I spent my entire career in the entertainment industry and I'm aware that we need these employment opportunities now.

Importantly, this project will enhance the film industry's production activity. Although L.A. is known worldwide as the entertainment capital, in the last few years, the business has been threatened by run-away production and changing technology. It needs to find ways to better compete and ensure that Los Angles is the center for the industry. This project provides an answer. It will improve the studio's production and post-production facilities and create new entertainment-related office space at Universal. Craftsmen and women working in L.A. will provide dollars to the pension and health and welfare programs for them and retirees like me.

California is losing jobs left and right and the development of this plan will help put people back to work. I support the studio's investment in Los Angeles and the entertainment industry.

Best,

Ben Cowitt

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 148

Jon Foreman <jon.foreman@lacity.org>

Draft EIR

1 message

Greg Cox <gregrpt@gmail.com> **Mon, Jan 31, 2011 at 11:06 AM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

As a resident of Barham Pass, I must state my concerns for the proposed and apparently imminent development of Universal back lot. I am not opposed to the development at all, simply the scale of it. The communities surrounding are literally hemmed-in and traffic will only continue to go from bad to worse, and without a solid plan to address traffic first. Please, please,please allow common sense rule your thoughts when you move forward with this project. If you lived here what would you think?

--
Greg Cox,
3248 Blair Drive
Los Angeles, 90068

Letter No. 149

Peter Creamer, Architect
13214 Moorpark St. Apt. 204
Sherman Oaks, CA 91423

February 2, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

REF: File #: ENV-2007-0254-EIR

Dear Mr. Foreman:

I think that NBC Universal's Evolution Plan makes a lot of sense and it's something that I support primarily for two reasons. First, the jobs it will create. City officials need to do whatever they can to get this economy moving again and getting people back to work is the first step in the right direction.

The second reason the Evolution Plan makes so much sense is the new housing that will be created. There's a housing shortage in Los Angeles and this is just the kind of housing we need to be building—housing that's near public transportation.

I was pleased to learn from the EIR report that the Universal Plan will build new housing next to the existing residential community. I was also impressed that they will take into consideration existing view corridors. It looks like the project design regulations have thoughtfully considered the neighboring uses.

Respectfully,

Peter T. Creamer

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 150

RECEIVED
JAN 13 2011
BY: Msalazar

Ivan Cregger
1415 W. Morningside Drive
Burbank, CA 91506

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File# ENV-2007-0254-EIR

Dear Mr. Foreman:

It's important to me, as someone who lives fairly close to NBC Universal, that they have invested so much in transportation improvements. The idea that we can actually use public transit to get places is promising.

I think it's important that the Draft EIR discusses the shuttle to Burbank and other entertainment and employment hubs. Will the public have an opportunity to suggest particular routes or stops? The shuttles are a great idea to complement the existing rail system in which we've invested billions. Since I live in Burbank anything that will encourage us to take public transportation is good.

Sincerely yours,

Ivan Cregger

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of LA
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 151

Jon Foreman <jon.foreman@lacity.org>

Universal Project - public comments

Lisa Cahan Davis <lisacahan@yahoo.com>
To: jon.foreman@lacity.org

Fri, Feb 4, 2011 at 5:00 PM

Good afternoon, Jon.

I am submitting my "objection" to the Universal Plan as it stands today.

I have attended Dec. 14, 2010's public meeting and I appreciate all the work the planning team, the developers and the stakeholders have gone through. **But the bottom line is --- capacity.** The streets, highways, sewer systems, air quality, and city budgets do not have the breadth and capacity to handle this development. I live 2 blocks from Universal & Lankershim - I SEE day in and day out how jammed that intersection is and the 101. There is no way this project can build as is and not enormously affect the community, the surrounding area, the environment, the real estate market and more.

The answer is scale down in size and HEIGHT. The Valley is a sprawling suburb that has not allowed 800 foot buildings due to the views and city planning guidelines. I will never support obstructed mountain views. This IS NOT downtown LA. I do not want Century City. Nor does the Valley need to be an open area for taking advantage of and passing "under the table" deals to get this or any other development done.

Build with a heart and for the future.

I'm not opposed to development, I'm opposed to bad development.

Thank you.

Lisa Cahan Davis
3654 Lankershim Blvd.
LA, CA 90068

Letter No. 152

Theresa J. Davis
4326 Forman Avenue
Toluca Lake, CA 91602
818-762-8108
TJD723@pacbell.net

RECEIVED
CITY OF LOS ANGELES
FEB 04 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU
1:22 pm

February 4, 2011
Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

Thank you for the opportunity to offer my thoughts and concerns on the above document and its proposed project. I have participated in the formation of several different responses so my comments will be brief as I will attach myself to the organizations with whom I am in accord. I also wish to state that I am a proponent of Smart growth and development. And as a union member actress I support the growth of our entertainment industry and keeping and growing film & television jobs in Los Angeles.

I request that all statements, comments be considered questions and addressed as such.

Below are just a few concerns.

I. Process. My first concern is the process. A 39,000 page, twenty-seven volume DEIR for Universal Studios' twenty year Evolution Plan is an unwieldy document to say the least. A project of this scope and scale undoubtedly required years to conceptualize and extensive expertise to draft, yet the public, lacking similar resources, is provided a paltry sixty days to read, absorb, understand, and respond to its contents.

How can a community, let alone individuals, be asked to do so without the aid of professional consultants of equal caliber?
Is this not in direct conflict with the SEQA process it claims to support?
How can this possibly serve the immediately affected communities?
How can it serve the City's overall development plan?

I have spent 100s of hours on this DEIR at great cost to my career, my family and my other responsibilities. How many people can afford to stop their lives to attempt to do justice to this process? Not many. But if someone does not then the Project applicant and the City

surmises that no one cares. That is far from the truth. Thirty nine thousand pages is daunting and frightening to almost everyone.

Is there not a better more equitable way to allow the stakeholders a voice in this process?

II. Bifurcation. Universal's stated interest is without question due to the ROFO as well as their commitment as major tenant.

Why were the DEIRS for the Metro Universal Project and the Evolution Plan divided?

III. Urban. A planning term that I believe is abused in this Project. The communities surrounding this site are SUB-urban. A preponderance of single family homes with smaller village-like shopping areas, mature trees and vegetation. Down town is Urban.

IV. Alternatives. SEQA requires "feasible" alternatives. The only real, feasible alternative offered is "No Project." Alternative # 9 – The Forman Avenue – N/S street through Lakeside is ludicrous and just points to a failure of the city to update its' Transportation Element to reflect current uses. I support the review of CUSG's Metro Universal RiverWalk Vision Plan.

V. Residential on Back Lot. I oppose the rezoning of the back lot for residential use.
1. Residential belongs on the Metro site
2. I object to the loss of Production zone land

VI. Los Angeles River. I am appalled by the Projects deliberate oversight of the River- or the Flood Channel as they refer to it.
How can both the City and the County allow this to happen?

VII. Protected Trees. The slated destruction of 500 protected species of oaks, walnuts and sycamores certainly contradicts their claim of being a "Green" project.

VIII. Bike Path. Refusal to put the bike path along the County easement....
What right do they have to refuse public access to County easement?
Can't we object to their leasing of County property?
Can we consider allowing some use to Universal along with a bike path?

An environmental Project???
- They ignore the River.
- Destroy trees and wildlife habitats and corridors
- And destroy hundreds of trees

IX. Quimby Fees. I believe these fees should not be used by developer but invested in existing, local parks.

X. Specific Plans. The DEIR refers repeatedly to the Project adhering to *their* proposed Specific Plans. This is a short cut which skirts the public's ability to address all the issues and conditions that have been altered to accommodate their requests. These issues should be addressed one by one and not lumped into one package.

I will defer the rest of my comments to organizations whose expertise and interests I respect and support. I join the following organizations in their comments and objections and other matters raised in their filings to the NBC Universal Evolution Plan DEIR, and incorporate those comments and objections in this response as though set forth in full herein.

Studio City Residents Association
Toluca Lake Homeowners Association
Toluca Lake Chamber of Commerce
Cahuenga Pass Property Owners Association
Hollywood Knolls Community Club
City of Burbank
Friends of the Los Angeles River
Greater Toluca Lake Neighborhood Council
Santa Monica Mountain Conservancy
Park Advisory Board – Weddington Park
Lakeside Golf Course

Theresa J. Davis

Letter No. 153

RECEIVED
FEB 04 2011
BY: Malazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Name: Robert Davison
Address: 3436 Oak Glen Drive, Los Angeles, CA 90068

I live in Cahuenga Pass, on the hillside across the Hollywood Freeway and above Universal. I'd like to comment on their proposed developments.

Understandably, the questions have centered on increased traffic and whether or not Universal will live up to their promises to alleviate it. Underlying this reaction is resident shock over how the City and County of Los Angeles would dare fly a mistake of this proportion directly across the public view–in light of the fact that Los Angeles traffic already makes the city one of the least productive in the United States. Okay. So not one elected official in the City or County had the nuts to tell Universal, "Don't be silly!" We get it. Our city hall is nothing but another adult toy for CEOs and billionaire developers trying for that last erection.

Sure, Universal's development will make the situation worse, but so will the developments after Universal's–the hundreds of big projects that will be approved without any meaningful assessments for widening the streets, providing water and sewer, building new schools and hospitals, and repairing an aging infrastructure. Seen in context, our problem is that the City of L.A. is in the business of doing the business of developers, those wonderful people who extract corporate welfare from their Mayor and Council mouthpieces. The sooner the City goes bankrupt (effectively any day) and we reach a point of absolute gridlock (already here), the sooner we can leave corporate welfare behind. I look forward to the day when the courts take over running the city. What's gone terribly wrong in L.A. is nothing that more corporate welfare can fix.

Certainly no one seriously believes Universal will live up to their promises. But it might not matter. NBC Universal isn't on a solvent trajectory as a business, in spite of the unexpected success of their Harry Potter Park in Florida. This means that as soon as this development plan is approved, and before any building is done, we should expect NBC to divide up their property and begin to sell it off. Let's face it, for at least a decade the state of the art for making television and motion pictures hasn't depended on studios. As for Universal's cheesy theme park, it's aging and in need of complete overhaul, a waste of time for anybody over five. Worse, since 1995 City Walk has become blighted enough to scare the tourists off–a destination for elements far below the common denominator.

NBC? If you want to see how entertainment is done, look at what Iger has done with Disney. It's no secret in this town that there isn't a single executive in NBC headquarters that could last a week at Disney. The bottom line? It's only important for Universal to get the permit to develop their site. Actually build condos? Just try to find savvy investors willing to dump more luxury condos on the impossibly glutted L.A. market. And we still have the inevitable and massive

State and City and County lay-offs to hit this economy--a whopping impact that will flatten everything for a while. Meanwhile, NBC is down to reality programming and distributing other people's movies. All this means we should expect Verizon to liquidate anything it can't salvage. In two years there could easily be another name on this park.

People who live here, like me, don't want development approved until we know exactly who is going to do it, what they are going to do, what State's redevelopment money they are going to use, and who is going to own it in the long term. The environmental impact of this plan is far from view.

In fact, we have a lot of environment impact to clean up right now. Let's talk about why from Toluca Lake to Hollywood Manor to Cahuenga Pass to Studio City the residents despise Universal. There's the attitude. Recall that the residents went all the way to court filings to get a roof on Gibson. The County attitude is still screw the City residents. If any of my neighbors minds the amusement park I'm not aware of it--the tour buses come and the tour buses go. It's the 2:00 am in the morning action we need to fix. On the Cahuenga side, we have the Chop House blasting away starting about 11:30 pm, stadium speakers inside an open-top restaurant, a spring break type program with lots of screaming at the customers--all perfectly audible all the way up the hill to Passmore if you happen to be facing Universal. The Chop House management is really nasty, way beyond sick little pukes. By the way, people in Toluca Lake and Studio City can hear this restaurant too.

Why aren't we up in arms? If owners here need to sell or rent, and many of them do, they don't want it getting around that we have an adverse noise condition most nights. It kills the property values. Does it really matter if you live beyond a ridge where you can't hear the Chop House? No. Because blight takes us all down with it.

We have the chollos, the stoners, the punkers, the hard rockers, the bikers, the thugs and drunks who leave City Walk and pass through our neighborhoods at 2:30 every morning--a lot of them park on our streets and take a cab over. Their motorcycles, SUVs, and huge pickups seem to need huge basses and A-hole mufflers. So it seems to make sense to them to cruise around and yell for a while, maybe spray paint a few messages. Impact? We have the County sewer flowing down City streets.

This is easy to fix. First, publically crucify the management of the Chop House as an example to psychopaths everywhere. Permanently roof City Walk and every stand alone restaurant on the site. After 10:00, make the freeway the <u>only</u> way to get in or out of Universal. Unfortunately this will stop our City police from making all those lucrative DUI arrests, but the cost is worth it to those of us who need them to respond to actual City problems.

What is the environment worth here in the Hollywood Hills? Look at the impact of this region in worldwide terms. This is where people live who make and sell U.S. entertainment all over the world like nothing anyone else can do. We are the only place thick with enough talent to feed the media the new content it requires every hour of the day. NBC Universal is a dinosaur that needs to stagger off into the sunset, and take our County and City officials with it.

Letter No. 154

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR

Hope Schenk <hopesdm@yahoo.com> **Wed, Feb 2, 2011 at 5:50 PM**
To: jon.foreman@lacity.org

To: Jon Foreman,
Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N. Spring Street
Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan DEIR
Sch No: 2007071036
City of Los Angeles File No: ENV_2007-0254-EIR
County of Los Angeles File No: RENV 200700014

Dear Mr. Foreman

I am one of the many concerned citizens who live in the small community of Toluca Lake . My husband and I have resided at 10149 Toluca Lake Avenue for over 18 years.

This letter will serve as an expression of my concern over the various points addressed in the NBC Universal Evolution Plan DEIR.

I will point out my line items in response to your details.

1. The traffic discussed will be overwhelming to our small neighborhood with narrow streets. The streets of Forman and Riverside are already congested and dangerous. By adding over 36,000 daily trips you will increase pollution, crime, and the safety to the families in the area.
2. The crime brought into this neighborhood from the construction and overflow of traffic will increase.
3. During your construction phase, your workers should be shuttled into the area, so as not to create more noise and pollution.
4. This year the noise from Universal and the surrounding areas has been the worst in our 18 years of living in the neighborhood. Your plan will only increase this with no guaranteed plan to fix the problem.
5. Your plan does not address the health issues that the construction and traffic as well as crime will inflict on our well-being.
6. With budget cuts, the police and fire departments are already stretched. With the addition of your housing as well as business and infrastructure, we will not be able to cover the need for more police and fire protection with city budgets. How do you plan to protect us and keep our community from suffering lower home values?
7. An example of a serious problem with no resolve in site is Barham Boulevard. Lankershim is following closely with congestion. There is virtually no way to travel to the Hollywood area in the morning or the late afternoon that is free of congestion. How will you resolve this issue before it becomes a worse problem?

In closing, your plan needs to be downsized. The research is not complete and must include the neighborhood to resolve any issues of safety, home property values, and negative impact on health. The plan as it stands will destroy the history of this neighborhood with no potential of resolve. Please revise this study.

Sincerely,
Hope de Michele
Concerned Toluca Lake resident

21A

Letter No. 155

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan

David <david@sbiproducts.com> **Wed, Feb 2, 2011 at 6:05 AM**
To: jon.foreman@lacity.org

Jon,

I am writing to you in support of NBC's Evolution Plan.

Best Regards,
David de Moraes

NBC EVO Support Letter002.pdf
69K

David de Moraes
12940 Burbank Blvd., Apt. 12
Sherman Oaks, CA 91401-5408

January 11, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I'm writing because I'm concerned about land use issues in my neighborhood, and the impact that NBC Universal's Evolution Plan will have on our community. However, the Draft Environmental Impact Report shows that housing is a priority and I'm supportive of that concept. Including new housing in the already established residential community, and connecting it to transit, is a great idea.

This new residential complex will give working people an opportunity to purchase homes close to their jobs and transit. Best of all, it won't create more traffic. This kind of in-fill project adjacent to public transit is exactly what's needed in our community.

Sincerely,

David de Moraes

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 156

Eddie De Ochoa
P.O. Box 10329
Beverly Hills, CA 90213

February 2, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File# ENV-2007-0254-EIR

Dear Mr. Foreman:

The Draft Environmental Impact Report (DEIR) for the Evolution Plan allowed me to review the extensive Transportation Demand Management strategies that are planned for the project. Three strategies that I feel will be particularly effective in changing the current transportation mindset are the:

- Guaranteed Ride Home Program
- Transit Passes for the Residential Community
- Shuttle bus Implementation

These strategies will help the way we think about commuting to work and can ultimately help improve air quality by getting people out of their cars.

I have one question, and that is related to the Shuttle buses to Burbank., Will people who live elsewhere be able to take the bus? And how much will it cost?

Sincerely yours,

Eddie W. De Ochoa

Name

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 157

Ravinda De Silva
11564 Huston St.
North Hollywood, CA 91601-4340

January 31, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File# ENV-2007-0254-EIR

Dear Mr. Foreman:

The Draft Environmental Impact Report (DEIR) for the Evolution Plan allowed me to review the extensive Transportation Demand Management strategies that are planned for the project. Three strategies that I feel will be particularly effective in changing the current transportation mindset are the:

- Guaranteed Ride Home Program
- Transit Passes for the Residential Community
- Shuttle bus Implementation

These strategies will help the way we think about commuting to work and can ultimately help improve air quality by getting people out of their cars.

I have one question, and that is related to the Shuttle buses to Burbank. Will people who live elsewhere be able to take the bus? And how much will it cost?

Sincerely yours,

Ravinda De Silva

Ravinda De Silva

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 158

Jon Foreman <jon.foreman@lacity.org>

Universal issue/Evolution plan

erika wain decker <info@loonarthouse.com> **Tue, Feb 1, 2011 at 7:21 PM**
To: jon.foreman@lacity.org

Good evening - as I did attend the Universal meeting open forum I was simply amazed, once again, but the number of people talking about the pros of the Evolution Plan who DID NOT/DO NOT live in the neighbourhood but rather in Sherman Oaks and Valley Village and the like.

I have lived in this neighbourhood since 1974, my late husband since 1962. Changes have taken place – some of them good, others not so good. Noise and air pollution from the 'shows' that emit incredible smoke and blasts – concerts (though the 'stadium' was reworked)– Halloween Fright Nights which block up the roads and freeway exits completely for hours on end throughout the time period that the 'event' goes on...

Growth for the studio per say, studio space for filming and television is **great** as we do live in Hollywood – film capital of California. But to make the area into an amusement park, congest it with condos and apartments (so many empties everywhere – what? Build them and they will come? Thinking...) and the proposed business complex at Forest Lawn/Barham Blvd is going tooooo far. WATER/ GROUND/ AIR/ TRAFFIC pollution – totally out of control. Just try driving up Barham Blvd away from Forest Lawn any morning or night during peeeeeeek traffic hours – you are lucky to make it up the hill in 20 minutes let alone up and over to Buddy Holly Dr. in 30minutes. There is no where to go – nowhere to expand the street – it all funnels down to CIVILIZATION – **we are a NEIGHBOURHOOD not a commercial outpost where growth can simply go on and on. THIS is a NEIGHBOURHOOD – a hillside neighbourhood, contained and beautiful.**

Where once deer and coyotes, rabbits and butterflies roamed alongside opossum and other interesting creatures of nature.... We are faced with high rise and concrete/and above all GREED. **What has happened to the QUALITY of life?** The basic concept of LIFE itself (rhetorical, I fear). The oasis of greenery, natural and abounding with wildlife in the middle of the city is being threatened for – certainly NOT PROGRESS. Another hotel??!!
Build studios space fine – **keep it a studio** which was the intent to begin with. **A WORKING studio not NOT NOT NOT an amusement park.**

This battle has been going on for years and I hope it will continue for as many more years as I am alive. I am 63. I do not intend to move – I do not intend to be intimidated and pressured – I do not intend to look out to more expansion – to more greed. **THIS IS A NEIGHBOURHOOD** with living people, children, families, dogs, cats, PEOPLE... **The hillside is fragile and as guardians of EARTH we NEED TO BE RESPONSIBLE.**

Erika Decker

Letter No. 159

Jon Foreman <jon.foreman@lacity.org>

[Fwd: from Joann Deutch]

Lisa Sarkin <lsarkin@scnc.info> **Mon, Jan 17, 2011 at 6:56 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org

Hi Jon - please send this to the correct person. Thanks, Lisa

---------- Original Message ----------
Subject: from Joann Deutch
From: "joann" <joann@joanndeutch.net>
Date: Sun, January 16, 2011 4:54 pm
To: "Paul Edelman" <edelman@smmc.ca.gov>
Cc: walt.young@mrca.ca.gov
lsarkin@scnc.info

Dear Paul: I recently leaned that the new Universal City "Evolution Plan" includes a plan for draining water out of the aquifer.

I expect that will in turn drain water out of the hills, reducing water sources for the remaining local wildlife and putting more pressure on the habitat that we have been trying to save.

I ask that you contact lsarkin (above) for more detailed information so that you can study the impact and offer mitigating recommendations - if any.

I think it is important that this issue be fully studied and formal science be applied.

I ask that you contact

Thank you very much
Joann Deutch
(818) 753-9922
www.joanndeutch.net

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 160

Val Diamond
12400 Ventura Blvd # 346
Studio City, CA 91604
(818) 752-0789

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

As a patron of Studio City businesses, I'm looking forward to the NBC Universal Evolution Plan. What's going to be built at this site will benefit the city and the region.

According to the draft environmental impact report, the company is making a major investment in the entertainment industry in L.A. The proposed new soundstages and post-production facilities will help maintain Universal's position as one of the largest working studios in the industry. Entertainment jobs are great for Southern California and our economy, and the plan helps ensure that the city has these types of jobs now and in the future. Los Angeles is the entertainment and media capital of the world and Universal plays a critical role in this business.

When a stronger, better studio means more jobs, more tax revenue and more economic activity for the city, I can't imagine why this plan wouldn't be embraced. I'm happy to be a supporter of this project.

Sincerely,

Val Diamond

Val Diamond

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 161

RECEIVED
JAN 13 2011
BY: MSalazar

Dec, 6th 2010

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

With the sluggish economy and so many people out of work, the most important thing in my mind is job creation. I understand from the Draft Environmental Impact Report that the NBC Universal Evolution Plan is expected to create approximately 43,000 jobs.

This is certainly welcome news. The city and the county should be jumping through hoops right now to make sure this project is approved as soon as possible.

I support this project, and I certainly hope that the City will support it too.

Regards,

R.D.

Roy Diaz

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 162

Jon Foreman <jon.foreman@lacity.org>

Comments to NBC Universal Evolution Plan due 2.4.2011

Joyce Dillard <dillardjoyce@yahoo.com> **Fri, Feb 4, 2011 at 4:58 PM**
To: jon.foreman@lacity.org, The Honorable Carmen Trutanich <CTrutanich@lacity.org>

Comments to NBC Universal Evolution Plan due 2.4.2011

This project does not take seriously the mix of groundwater seepage, soil and geological formations and soil collapse possibilities. Storm conditions, as we have seen in 2005 and recently need to be identified as to potential frequency.

Emergency response along with fire, police and transportation needs analysis as this project is near a major freeway and much congestion.

An underground tank is planned for recycled water without consideration of leakage and a major catastrophic event with a collapse.

Permeability is at question here. Fill and permeability are no compatible.

Groundwater contamination issues and mitigation are important as the Groundwater in the San Fernando Basin has diminished and has been reported by the County of Los Angeles 2009-2010 Grand Jury report. The City Council has been given a report and that reporting remains pending (CFI 10-1187).

Methane migration from the landfill should be addressed along with any dewatering needs from that landfill. What are the ongoing monitoring and what qualified personnel will be conducting, analyzing and reported on that issue?

Beneficial uses of water MUST be considered.

Dewatering would have to be permitted by the County of Los Angeles as they hold the main permits to the flood channel. There appears to be an April hearing on the County permit with the California Regional Water Quality Control Board.

This project is part of another groundwater basin. You have not identified that basin, but it appears to be Hollywood Basin. Hollywood Basin is a non-adjudicated basin and responsibilities for water contamination lies with the property owner. Groundwater monitoring would have to be supplied to the State, according to new groundwater monitoring regulations, by you, as property owner.

The LA Department of Water and Power has allowed you groundwater allocations from other basins, therefore, depleting any available to supply, if needed, to the basin in which, people or property is contained. There are no spreading ground basins in the Hollywood Basin.

Not mentioned is the Environmental Protection Agency Docket No. EPA-

 2|4

R09-OAR-2009-0366-0001 which indicates the disapproval of the PM 2.5 and NOX aspects of the 2007 AQMD Air Quality Management Plan. This needs to be addressed in this document.

Upon analysis of the LADWP Power Plan, we find:

Commercial loads actual and forecast for the period 2000-2040:

1. 36% increase from base year 2000
2. Peak capacity at 16,496 in 2031 from 12,107 in 2000 with an increase load of 4,389

We find the LADWP Generation forecasts, upon analysis of their figures, at:

Maximum- 8,479,039 kW
Net Dependable- 7,207,745 kW

In-Basin Thermal Generation:
Maximum-40.27%
Net Dependable- 46.30%

Coal-Fired Thermal Generation:
Maximum- 19.80%
Net Dependable- 21.14%

Nuclear-Fueled Thermal Generation:
Maximum- 4.57%
Net Dependable- 5.28%

Large Hydroelectric Generation:
Maximum- 20.79%
Net Dependable- 32.49%

Renewable Resources and Distributed Generation-Wind
Maximum- 10.08%
Net Dependable- 1.19%

Renewable Resources and Distributed Generation-Small Hydro Electric
Maximum- 2.46%
Net Dependable- 1.88%

Renewable Resources and Distributed Generation-Other
Maximum- 2.03%
Net Dependable- 2.03%

Renewables Total:
Maximum- 14.57%
Net Dependable- 5.10%

Leaving the Major Sources at:
Maximum- 85.43%
Net Dependable- 94.90%

We question the reliability of power to this project.

Joyce Dillard
P.O. Box 31377
Los Angeles, CA 90031

Letter No. 163

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan ENV-2007-0254-EIR

Marian Dodge <smdodge@earthlink.net> **Thu, Feb 3, 2011 at 9:10 PM**
To: Jon Foreman <jon.foreman@lacity.org>

Dear Mr. Foreman:

Attached are my person public comments on the NBC Universal Evolution Plan ENV-2007-0254-EIR.

Marian Dodge
Los Feliz

NBC Univ Draft EIR letter 20311.pdf
53K

N4.

Marian Dodge
2648 N. Commonwealth Avenue
Los Angeles, CA 90027
323-663-1031
smdodge@earthlink.net

February 3, 2011

Jon Foreman, Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan Draft EIR
ENV-2007-0254-EIR
State Clearing House No. 2007071036

Dear Mr. Foreman:

I have several concerns regarding the NBC Universal Evolution Plan (the Project) as currently proposed. The Draft EIR omits several areas that should be addressed in a Supplemental EIR.

Section IV.J.1 lists Historic Resources in the vicinity on p. 1633; however Griffith Park, Historic-Cultural Monument # 942 is not listed. I realize that Griffith Park was designated an HCM in January, 2009, after most of the Project was written; however they have had adequate time to include Griffith Park in the list of historic resources. Griffith Park must be added to that list and any changes that impact the park must be approved by the Cultural Heritage Commission.

This is particularly important as Mitigation Measure B-7 (p.63) proposes the widening of Forest Lawn Drive where it goes through Griffith Park. This is certainly a violation of Col. Griffith's intent when he donated the park land to the city to provide an escape valve for the teeming masses from the stress of urban life. Making the road a major street and an alternate to the clogged freeways certainly does not fit into Griffith's vision. One must also consider the impact on wildlife who use that area to access the Los Angeles River. We humans are guests on their land and we must tread lightly. It is unconscionable that NBC Universal would attempt to resolve its traffic congestion by dumping it into Griffith Park. Both the humans who seek refuge in the tranquility of the Park and its wildlife residents deserve more consideration than that.

The Draft EIR fails to examine the impact of increased traffic on areas east of Forest Lawn Drive and the 134, in Griffith Park, or on streets such as Los Feliz Blvd. and Franklin Avenue. These are certain to become alternate routes as drivers attempt to escape the congestion guaranteed on the Hollywood Freeway. The area of study must be expanded to include these areas.

The Project, by its own admission has "significant and unavoidable impacts" on the environment. That, with the fact that it requires 17 discretionary approvals plus any others that are necessary, tells you that this project is too big and inappropriate. It should be reduced in scale and scope in order to reduce its impact on the environment.

Sincerely,

Marian Dodge
Marian Dodge

Letter No. 164

Michael Dorian
13114 Magnolia Blvd.
Sherman Oaks, CA 91423-1529

RECEIVED
JAN 19 2011
BY: M Salazar

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: ENV-2007-0254-EIR

Dear Mr. Foreman:

Please consider these comments as you review the NBC Universal Draft Environmental Impact Report.

First, the DEIR is exhaustive – it appears to cover every conceivable impact from the project. Second, it is possible to conclude from this exhaustive report that the project has been thoughtfully balanced, that neighborhood issues have been carefully considered, and that the economic investment will be overwhelmingly beneficial for the community, the City and the County.

The few significant impacts pale in comparison to the project's benefits, and frankly, there will be more negative impacts from things like increasing traffic congestion even if the project isn't built.

I hope you will move forward with it quickly.

Thank you,

Michael Dorian

cc: Mayor Antonio Villaraigosa
Councilman Tom LaBonge
Councilman Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Darnell Tyler, NBC Universal

Letter No. 165

January 14, 2011

Mr. Jon Foreman
Los Angeles City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File#ENV-20070254-EIR

Dear Mr. Foreman:

The environmental review for NBC Universal's proposed project is very comprehensive, but as a local resident I believe there are just a few very important points. I'm convinced that the proposals for investment in improving traffic conditions and establishing transit links are the only ways we're ever going to get anything done about traffic congestion here. No major road improvements have been made in this community for decades, and without this project there won't be any for the foreseeable future. Since the City can't afford to make these changes, at least private industry is stepping up.

I'm also heartened to see that NBC Universal plans to expand opportunities for employment in the entertainment business. It would be a tragedy to lose the chance for increasing the number of high-paying jobs in this economic climate. And it's smart to anchor more entertainment productions in Los Angeles instead of watching them disappear to other places.

I'm sure there will be complaints about the size of the project and its potential impacts, but in my opinion none of them outweigh the benefits which will come from its approval. The jobs, transportation improvements, and greater tax revenue to the City and County which will come from this project are too important, and it ought to be supported by all of us.

Sincerely,

Monica Dozier
10823 Whipple St., Apt. 1
North Hollywood, CA 91602-3266

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge

Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 166

RECEIVED
JAN 25 2011
BY: Mralazu

January 20, 2011

Nicholas Dragga
11041 Hesby Street, Apt. 111
North Hollywood, CA 91601-5613

Mr. Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File #ENV-2007-0254-ENV

Dear Mr. Foreman:

More and more lately we are hearing about budget problems and cutbacks in the essential services which make life bearable in a big city like Los Angeles. One of the important points covered in the NBC Universal Draft EIR addresses exactly this point. The project includes new facilities for public safety, fire protection and libraries. It recognizes that the demands of new development (and frankly, existing communities) can't be met unless the project provides them. I think this is a rational way to permit economic growth while making sure that our public services aren't overwhelmed.

It's also important to remember that with the approval of this project, our community will be getting what few others will see: improved public safety and libraries, rather than the continuing decline we are currently witnessing as budgets tighten. I'm glad Universal is making this investment in the area since otherwise we would be suffering more losses.

I hope you will approve the project without delay so that the local community will start seeing its benefits.

Thank you.

Nicholas Dragga

Nicholas Dragga

cc: Mayor Antonio Villaraigosa'
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Darnell Tyler, NBC Universal

Letter No. 167

Mariana Salazar <mariana.salazar@lacity.org>

Fwd: NBC UNIVERSAL EVOLUTION PLAN DEIR SCH NO: 2007071036 City of Los Angeles File No.: ENV-2007-0254-EIR County of Los Angeles File No.: RENV 200700014

Jon Foreman <jon.foreman@lacity.org> **Mon, Feb 7, 2011 at 12:20 PM**
To: "Salazar, Mariana" <mariana.salazar@lacity.org>

---------- Forwarded message ----------
From: **Janice** <jse06@sbcglobal.net>
Date: Fri, Feb 4, 2011 at 9:20 PM
Subject: NBC UNIVERSAL EVOLUTION PLAN DEIR SCH NO: 2007071036 City of Los Angeles File No.: ENV-2007-0254-EIR County of Los Angeles File No.: RENV 200700014
To: jon.foreman@lacity.org

To: Jon Foreman

Please see the attached comment letter regarding the Universal Evolution Plan DEIR.

Janice Eaton

10432 Valley Spring Lane

Toluca Lake, CA 91602

--
Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 N. Spring St., City Hall, Room 273
Los Angeles, CA 90012
Tel: 213-978-1888
Fax: 213-978-6566
jon.foreman@lacity.org

Universal DEIR Comment Letter 2011.docx
20K

February 3, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

Re: **NBC UNIVERSAL EVOLUTION PLAN DEIR**
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

As a long-time resident of the Toluca Lake community, I have been affected by the noise from NBC Universal for over 10 years with no appreciable resolution. The DEIR does not sufficiently address the ongoing nuisance noise that we have to deal with on a daily basis from the theme park. Construction noise is already audible from one project (Transformers) that has already been started. Due to the location of NBC Universal, noise from the property reverberates throughout our community, with the summer of 2010 being the worst noise levels ever. This project along with long term construction will make it unbearable. The County and City Noise Ordinances are not sufficient to control the sound from Universal currently. The Project must be required to monitor the sound at the source and assure that the residents will not hear the daily activities and events from NBC Universal. There is no reason with the technology of today that the surrounding communities should have to hear anything from the site.

The DEIR states that the project will generate a net increase of 36,451 daily trips. The Toluca Lake community and the surrounding areas cannot handle that amount of traffic. It is difficult enough now to navigate Riverside Drive, Cahuenga and Moorpark during peak hours. Page 740 of the DEIR states that the current Level of Service for Forman Avenue and Riverside Drive (41) is rated an A. No one who has ever driven through that intersection during peak hours in the last few years would ever consider it an "A". The traffic study must have been done on a Sunday or a holiday. The DEIR states that the Level of Service after the project will be an E or F. This would make it impossible to drive in and around Toluca Lake. The alleys and neighborhoods are already being used as alternate routes to escape the stopped traffic. The same can be said for Cahuenga Blvd. and Moorpark Street. The traffic will make prisoners of the residents of these neighborhoods. The freeway system cannot handle this amount of traffic.

Page 740 also states that intersection 36, Lankershim Boulevard & Campo de Cahuenga Way/Universal Hollywood Drive is LOS "A" at peak hours. Again, no one who has had to sit in stopped traffic that backs up down Cahuenga and Lankershim daily from this intersection would ever consider it an "A". The pedestrian bridge or tunnel from the MTA to Universal that should have been in place long before now MUST be required to be built before this project is even considered to move forward. This is now and has always been a dangerous intersection for pedestrians and vehicles.

Page 626 shows percentages on the key travel corridors that the project trips are projected to use. These projection percentages are just that – projections. They cannot predict accurately the direction vehicles will take when faced with gridlocked conditions. **Why isn't Barham Blvd. shown as a key travel corridor**, especially since it will be near one of the main entrances to the project? Barham Blvd. has traffic currently that allows pedestrians to walk faster than the vehicles. Why isn't the 12 percent for SR 170 and the 12 percent for SR 134 added to the 9 percent for Lankershim Blvd., Cahuenga Blvd., and Vineland Avenue since the only way to get to the project from SR 170 and SR 134 is by using one of those three streets? Why isn't part of the percentage of Moorpark Street, Magnolia Blvd, and Burbank Blvd. also not added to the 9 percent for Lankershim, Cahuenga and Vineland as those would also be the streets that would be used to go to and from the project? Does this mean then that 33 to 44% of the projected traffic volume would be using Lankershim, Cahuenga and Vineland? How else do the vehicles coming from SR 170 and SR 134 get to the project without using Lankershim, Cahuenga and Vineland? Bringing all of these corridors to main entrances will cause tremendous congestion on all the streets leading up to the project.

On Page 642-643, Neighborhood Intrusion Impact the DEIR states:

Cahuenga Boulevard between Lankershim Boulevard and the Ventura Freeway eastbound ramps – The four intersections along the Cahuenga Boulevard corridor from Lankershim Boulevard to the Ventura Freeway eastbound ramps **projected to operate at Level of Service E or F are**:

o Cahuenga Boulevard at Ventura Freeway eastbound ramps;

o Cahuenga Boulevard at Riverside Drive;

o Cahuenga Boulevard at Moorpark Street; and

o Cahuenga Boulevard at **Valley Spring Lane**.

A potential alternative route that would avoid the Cahuenga Boulevard & Riverside Drive, Cahuenga Boulevard & Moorpark Street, and Cahuenga Boulevard & Ventura Freeway eastbound ramps intersections could be **Valley Spring Lane** to Ledge Avenue to Sarah Street and back to Cahuenga Boulevard. Therefore, there is a potential for a significant neighborhood intrusion impact in this area, before Transportation Demand Management trip reductions and mitigation. No parallel alternative routes via local residential streets are available as bypass to Cahuenga Boulevard around the Valley Spring Lane intersection. Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.

I live on Valley Spring Lane and it is ridiculous and arrogant to say that there will be *no significant impact* WHEN our street is used as an alternate route due to LOS E or F on Cahuenga Blvd. Our neighborhood streets, Valley Spring Lane, Whipple, Woodbridge, and Bloomfield are already used as cut-throughs to bypass existing traffic on Cahuenga Blvd. These are small, residential streets that should not and cannot handle this level of traffic intrusion.

The data used for noise and traffic are out-dated and, therefore, misrepresent current conditions. These studies need to be re-done with current information that is up-to-date. Many noise issues have increased and do not reflect current data (as evidenced by recent meetings with NBC Universal) and traffic has obviously become more congested since the traffic data was taken. **All traffic mitigations agreed upon by the community MUST be in place before any construction is started.**

NBC Universal should use an off-site parking area for construction workers and they should be shuttled to the site in order to avoid adding congestion to the community. NBC Universal should also invest in off-site parking for employees far beyond the congestion areas and use shuttles for the employees.

What guarantee does the community have that the land used for the housing project will not be sold off quickly and construction started earlier than planned? Why would a developer buy the property and not start developing as soon as possible? NBC Universal implies that the housing will be purchased by their employees, who will in turn use the facilities within the project. Really? They will never want to leave and contribute to the congested area caused by the project? What guarantee does the community get that the housing will be purchased by employees who will basically never leave the project site? Selling off or re-zoning land designated for production space doesn't seem like an intelligent way to bring jobs into the project.

The DEIR states numerous times that construction 200 to 500 feet from residences will not have an impact or that mitigations can be used to make the impact less than significant. As a resident that lives substantially further than 200 to 500 feet and already clearly hears theme park noise and construction noise, this statement is ludicrous as well as insulting. What mitigations could possibly be used to make the impact less than significant and why aren't they being used now if they are successful?

The DEIR states that Valley Spring Lane is not affected because of vegetation along Lakeside Golf Club. A few trees, bushes and some vegetation do not block out the views of buildings, stop air pollution from construction and traffic, nor block out the noise.

Page 1173 of the DEIR states that 22, 23 and 24 Toluca Estates Drive will be affected by shade. The trees that shade some of the area do not block out sun the way that a multi-level building would do. What mitigation would be able to make this less than significant for these residences? Lights from the existing property already affect this neighborhood and the vegetation will not be enough to block any new lighting.

The traffic noise from haul truck travel and construction vehicles on Cahuenga will be significant to the homes on Toluca Estates. A few barriers will not make this noise or the rattling of homes insignificant.

As a resident of Toluca Lake and the City of Los Angeles, our police and fire departments are already stretched substantially and will, most likely, be even more so in the future. How will the City of Los Angeles be able to afford to protect the citizens of this community with this increase in population and traffic from this project? Our emergency personnel are already woefully underfunded and understaffed. Why does this community have to suffer from the undoubted increase in crime that we will experience due to this project? The crime in our area has already increased due to the MTA location that mostly

benefits NBC Universal. What steps will be taken to ensure that emergency vehicles will not be bogged down in the traffic?

NBC Universal should be required to pay now for monitoring equipment to assess the current traffic before beginning construction and to monitor future traffic before each phase. If the traffic is too dense, the next phase should not be allowed to go forward.

This project will significantly impact the current residents with unavoidable and unmitigatable air pollution that will result in considerable health issues for the community. For me and many others, this is not a workable or ethical trade-off.

The City of Los Angeles currently has a water shortage. This project, due to its size and scope, would further reduce our water supply in the short and long term. This could be devastating to the entire region.

Adding a project of this size would drastically contribute to an already overwhelmed area.

Janice Eaton

10432 Valley Spring Lane

Toluca Lake, CA 91602

Letter No. 168

Jon Foreman <jon.foreman@lacity.org>

DEIR Universal

1 message

Sandie Edwards <sandieedwards@gmail.com> **Thu, Jan 27, 2011 at 8:20 PM**
To: jon.foreman@lacity.org

Dear Jon, My husband and I are opposed to any further development on Universal property and the surrounding area. There is so much traffic in the morning already for my husband's commute to downtown via Barham and Lankershim. It takes about twenty minutes just to get to the top of the hill. In the evening we have to allow an hour to get to downtown to the Ahmanson Theater. Noise is also a major factor. We have complained for years to no avail until very recently now that new development is in the works. We have lived in Toluca Lake for forty years, and love our beautiful peaceful neighborhood and want to keep it that way. We are also members of Lakeside Golf Club and do not want anymore noise while playing golf. Sincerely, Sandra and Fred Edwards

NBC UNIVERSAL EVOLUTION PLAN DEIR SCH NO.2007071036 City of Los Angeles File No.:ENV-2007-0254-eir County of Los Angeles file no. RENV 200700014

Letter No. 169

Karen Egidio
10736 Magnolia Blvd Apt 14
North Hollywood, CA 91601

RECEIVED
JAN 13 2011
BY: M Salazar

December 9, 2010

Mr. John Foreman, Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal
ENV-2007-0254-EIR

Dear Mr. Foreman:

The most important thing in the Draft Environmental Impact Report is the estimate of new jobs which will result from this project: 43,000. With unemployment in this County at 12%, there shouldn't even be a question about going forward with it.

NBC Universal is investing many billions of dollars in our community. The resulting jobs and public improvements will benefit thousands of people – those who live in the neighborhood, those who travel through it, and those who will be hired throughout the County to provide goods and services during construction and afterward. This project will be an economic stimulus with regional effects, creating sustainable, high-level jobs and helping to anchor the entertainment industry in Los Angeles.

All of the public improvements outlined in the DEIR will be a tremendous benefit as well, and demonstrate that the plan was developed in a comprehensive way. But the real value will be putting Los Angeles residents back to work, creating the economic value we need for a healthy thriving community.

I hope the City does its job – please approve this plan.

Sincerely,

Karen Egidio

Karen Egidio

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 170

To: Jon Foreman – Senior City Planner
From: Connie Elliot, representing the ISLAND NEIGHBORHOOD on the board of the Studio City Residents Association
4061 Cartwright Ave.
Studio City, CA 91604
818-760-0926
Project: ENV-2007-0254-EIR, Universal Evolution Plan

RECEIVED
FEB 02 2011
BY: M Salazar

I spoke at the public meeting on December 13, 2010. I must say that I agree with many of the comments read into the record during that meeting.

A recent article in the Los Angeles Times regarding another development spoke about the city "reacting to, rather than guiding with any real foresight, a major development proposal that seeks to rewrite the planning rules downtown." This development cries out for the same foresight. We are letting companies controlled by out of state interests and developers with no real stake in the results other than money design our neighborhoods. Please don't let this happen again.

I live in the neighborhood listed in the Evolution Plan as "The Island." This document uses the Metro Universal Plan at times to study the effects if it has been built before the Evolution Plan. I object to their referring to that plan as a "buffer" when it is not there and certainly should be described as an irritant rather than a buffer.

Even though I am a long time neighbor of Universal, my family has longevity. I may very well still be living here when the 20 years is up for Universal to stop providing the transportation from their proposed dwellings to the station. It's not a viable proposal to cut traffic anyway. They try to dazzle us by saying that they will use the double buses "like they have in London." I have spent a lot of time in London and find those buses to be a traffic hazard and a pedestrian hazard. London switched because they are so crowded, and their double decker buses were not handicapped accessible. Why should a transit oriented development only have to provide a way to the subway for only 20 years?

A 38 story building should not be used as an excuse to build other high buildings. How did 10 UCP get built since it appears in the Plan's drawings that it is part in the city and part in the county? I lived here when the building, formerly called the Getty Building, was built. Now they are proposing a business district very close to the Island Neighborhood. They want to put it in the county so that they can BUILD TALL As the years go by can't they go back and request a change in the specific plan, and won't they get to just build as high as they want? Why are the only SIGNS required not to face residential areas to be located North of the intersection of James Stewart Avenue and Lankershim Bld.? Signs south of this intersection will easily put light and glare into South Weddington Park as well as the Island Neighborhood. (p. 136 says they would have no impact). The visual impact of the Lew Wasserman building on the Island residential area is significant, especially when the leaves are off the trees. Since it is in the business section, won't anything taller cast SHADE AND SHADOW and provide daytime glare and nighttime light from any signs? Won't it block views of the sun, moon and stars? Come here and view the black tower from my street. Won't there be loss of privacy due to views from the tall buildings? Their new business district allows such tall buildings. Won't the workers in these buildings be able to see into my yard and my home?

Their LIQUOR LICENSE requests are for virtually unlimited ones. They want a wine store with off site consumption. Normally the establishments in a community are used by people in that community so may not increase the number of drunk drivers. However, Universal attracts visitors from all over the world. I don't need someone who normally drives on the other side of the street in the first place leaving Universal with bottles to consume in my neighborhood. The food court is not a single establishment for the purposes of a liquor license. Should it be? It is many establishments. I serve on a committee that meets with Universal as a condition for them having as many as they do already. What are they thinking?! Universal says it gets to choose who sits on this committee. How is this a true oversight under those circumstances, and you're being asked to give them many more liquor licenses?

I support those who ask you not to let them remove a portion of the property from the Mulholland Scenic Parkway Specific Plan. Won't they just build a digital sign or billboard to match the one already in the area? Shouldn't a business put up signs in an existing sign district rather than getting to design the district?

My husband worked in the entertainment industry for over 45 years. I am all for jobs in that industry. Building condos on Universal's historic back lot won't provide that. We are union members who don't think we need to give up our sanity and quality of life to provide some temporary union construction jobs. If Universal says they need more business space, why can't they put it on existing county property and not close to residences? This would still provide construction jobs.

Why would you allow them to design a bicycle path that puts bicycle riders onto Lankershim Boulevard? Since the MTA never built the promised tunnel under Lankershim, isn't this a dangerous addition to an already overcrowded auto/pedestrian corridor?

Universal's transportation consultant has assured me that the wording about reduction of the sidewalk at Main and Lankershim is not reflected in the engineers' drawing and that the text will be corrected in the EIR. Could you make sure that happens?

In their lighting section, the Evolution Plan asks for an exception for holiday lights from September 1 to January 15. Since this encompasses four and a half months, isn't this practically the rule rather than the exception? Since they have had to turn people away from their Halloween night due to overcrowding, do they really need extra lighting to attract customers?

Rather than using the Metro Universal Plan in their calculations of combined impacts, shouldn't they just start over and COMBINE THE TWO PLANS into one DEIR?

In section A.2 page 583 it is stated that "Project would not isolate this existing area West of Lankershim Blvd." Wouldn't the traffic generated by the Evolution Plan isolate an area that has only one way in and one way out, which is to turn on Lankershim? How would emergency vehicles get through to this Island neighborhood in a hurry if traffic is stalled as it is on a regular basis already when there is an accident on the 101 freeway?

Where is the oversight for asbestos removal as they tear down existing structures to make way for the new? I admit that this plan is too long and time too short to find it if it is there. Several years ago the "Los Angeles Times" carried a story about a sound stage

that was demolished without proper asbestos removal…oops…we'd been breathing it in the air and it was too late to do anything about it.

They state that night time CONSTRUCTION impacts would be less than significant. We have found that to be untrue in the past. The sound does travel to the Island Neighborhood from anything along Lankershim, so could you refuse them night construction time? Couldn't you hold them to their agreed hours that do not include construction on Saturday and Sunday?

Page 2439 (vol.5 VI) says that concurrent construction and operations would result in daily emissions of carbon monoxide and other gasses that are significant and unavoidable. Could you find a way to protect the neighbors of Universal Studios from health risks during construction?

Page 14F of the noise section states that the Weddington Park (South) /Island receptor area has direct exposure to the Hollywood Freeway and Lankershim. This does not mean that the total Island residential area or the Park actually has direct exposure to the noise of either. Neither the Island nor the Park is located actually on Lankershim. Many of the homes are shielded by City View Lofts, other homes and trees (yes, trees do shield noise in spite of official denials). The park has replacement trees that are growing on the Western edge directly next to the freeway. This was noise mitigation when the MTA project resulted in the loss of trees on Cal Trans property between the two. Therefore, this can not be used as an excuse for adding noise to the level that none of these buffers matter. Most of the homes in the Island residential area are in a quiet area unless emergency sirens pierce the tranquility. Stating that the noise from the development would not continue on a 24 hour basis does not make this less than significant as you can wake someone up and find they may not get back to sleep even if the noise subsides. Does CEQA lack of evaluation of shorter impacts mean that it is not relevant under CEQA?

As for the obvious impact upon traffic from the Plan: they have a lot of charts including a phasing chart to show how they will build or not build depending on measured traffic. Just because their statistics say traffic will move doesn't prove that it will move at all, does it? Couldn't we just find ourselves in a pickle with no one in the East Valley or the North part of Hollywood unable to get anywhere most of the time? It kind of reminds me of the Wizard of Oz (wrong studio, I know) where the man behind the curtain was a fraud. I think basically they really don't know and are making a lot of it up. Recently when the former CEO of Countrywide was interviewed about what caused the failure of the economy, he said he thought it was a Gold Rush mentality. Isn't this is what is driving this Plan, and not real knowledge about how many cars you can put on a road before you can't get anywhere?

The Evolution Plan in its present form pretty much totally can not be mitigated.

Letter No. 171

Stephen Elliott
3224 Oakley Drive
Los Angeles, CA 90068-1316

RECEIVED
JAN 13 2011
BY: M Valazar

January 10, 2011

Mr. John Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I moved to Los Angeles from New York City about four and half years ago. After six months of looking for a home, my partner and I found a house on Oakley Drive that we really loved and wanted to purchase. Prior to purchasing our home, we heard about the Evolution Plan and had some concerns as to what it would mean to the neighborhood. We quickly got information about the plan, and determined that it was well thought out not only in business terms, but also in terms of the impact on the local community. We were impressed with the fact that the Evolution Plan had built in "fixes" for traffic and mass transit concerns. NBC Universal has kept us apprised of the progress of the plan and we feel certain that it will have a positive impact on the neighborhood.

Furthermore, I believe that the Evolution Plan will be a boon for the economy, not only for the local neighborhood but also for all of the greater Los Angeles area. In these troubled economic times, the proposal can play a major role in preventing further monetary decline for the local area. In fact, the Evolution Plan should actually help in the economic recovery of Southern California. For these reasons, and numerous others, I want to express my support for the NBC Universal Evolution Plan.

Should anyone care to contact me regarding my support for the plan, I can be reached by email at smebd@aol.com , by phone at 323-378-6545 or by mail.

Thank you.

Sincerely,

Stephen Elliott

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 172

Amy Evans
14358 Magnolia Blvd Apt 103
Sherman Oaks, CA 91423-1001

January 25, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

Recently, I heard how traffic jams cost Americans billions of dollars, create stress for drivers and waste gasoline. Unfortunately, but not surprisingly, Los Angeles is ranked as the third worst city for traffic congestion. This won't change unless we all work to promote the use of new transit options for residents.

The NBC Universal plan will do that by connecting its property with alternative transportation systems such as the Metro, bus lines and new shuttles. The studio's investment will help improve traffic and air quality. And who knows, maybe L.A. will drop its traffic congestion ranking!

Sincerely,

Amy Evans

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor
Hon. Tom LaBonge, City Councilman
Hon. Ed Reyes, City Councilman
Mr. Michael LoGrande, Director of Planning - Los Angeles
Mr. Richard Bruckner, Planning Director, L.A. County
Mr. Darnell Tyler, NBC Universal

Letter No. 173

Chris Evans
14358 Magnolia Blvd Apt 103
Sherman Oaks, CA 91423

January 27, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: #ENV-2007-0254-EIR

Dear Mr. Foreman:

With the shortage of housing we face in Los Angeles, any project that comes along that can provide affordable workforce housing is a real benefit.

I had known that the Evolution Plan project was going to be building nearly 3,000 new residential units. But what I was pleased to learn in the Draft Environmental Impact Report was the green features that they planned to include, such as water conservation measures in faucets and shower heads and washing machines.

The DEIR proves to me that a lot of though has gone into this plan and it's certainly an exciting project for our City.

Best,

Chris Evans

CC: Mayor Antonio R. Villaraigosa
Hon. Supervisor Zev Yaroslavsky
Hon. Councilmember Tom LaBonge
Hon. Councilmember Ed Reyes
Mr. Michael LoGrande, Los Angeles Director of Planning
Mr. Richard Bruckner, Los Angeles County Planning Director
Mr. Darnell Tyler, NBC Universal

2/A

Letter No. 174

RECEIVED
JAN 25 2011
BY: Insalazar

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

I write regarding file number ENV-2007-0254-EIR for NBC Universal's Evolution Plan.

Placing housing near transit can go a long way to get people out of their cars. But let's face it. We live in Los Angeles and we love our cars. Universal's plan of providing incentives like the two monthly transit passes residents living in the proposed new housing is a terrific idea.

And getting people out of their cars not only reduces traffic congestion, it can go a long way to help with air quality as well. The Draft EIR confirmed how important it is to invest in transit options and how by making this investment and connecting the property to transit options such as the Metro, bus lines and new shuttles, it will do just that.

Universal might want to think about some air quality measures that they can take during the construction phase too. I've heard that there are filters that can be placed on certain pieces of construction equipment that can help with emissions from diesel engines -- I think it's worth investigating.

Thank you,

Robert Fabra

Robert Fabra
4520 Colbath
Sherman Oaks, CA 91423

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 175

Jon Foreman <jon.foreman@lacity.org>

NBC/Universal projected plan

1 message

Lorraine Fadden <lorrainef@sbcglobal.net> **Tue, Feb 1, 2011 at 4:53 PM**
To: jon.foreman@lacity.org

Dear Sir,

I want my voice to be heard with regards to my objection to this plan.

As a residence of this neighborhood it's important to me that consideration has been made to the following issues:

- Traffic in term of counts, cut-through impacts, mitigations, parking, circulation, neighborhood impacts
- Air quality impacts during construction
- Noise
- Environmental changes/adverse effects
- Wildlife impacts
- Population impacts
- Impacts to resources and utilities – water, public services, emergency services, schools and the burdens of infrastructure
- The timing of the project and impacts beyond the 20 year development phase

Sincerely,

Lorraine Fadden
3330 Floyd Terrace
Los Angeles, CA 90068

Letter No. 176

RECEIVED
JAN 25 2011
BY: Mralazar

January 14, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File#ENV-2007-0254-EIR

Dear Mr. Foreman:

I would like to make two comments on the proposed NBC Universal project. First, the benefits of the economic investment which NBCU is willing to make are sorely needed in this City. At a time when so many people are struggling, this project will bring good jobs in both construction and the entertainment industry, providing incomes for residents, and tax revenue for the City and County. It's critically important for this reason alone, that the project be approved as quickly as possible.

Second, the planned investment in traffic and transportation improvements is the only hope for alleviating traffic congestion in the neighborhood. Without these changes and improvements traffic is only going to get worse and the City and State will not be able to afford to do anything about it.

As a local resident for decades, I believe that NBCU has proposed a well-thought-out plan which will provide economic benefits for the next several decades, and which will finally give us some relief from worsening congestion in a sensible way.

Please approve the NBC Universal Plan. Thank you for your consideration.

Sincerely,

Joseph Fallon
14412 Killion Street, #311
Sherman Oaks, CA 91401

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Planning Director, City of Los Angeles
Richard Bruckner, Planning Director, County of Los Angeles
Darnell Tyler, NBC Universal

Letter No. 177

Jon Foreman <jon.foreman@lacity.org>

Case No. ENV - 2007 - 0254 - EIR

CHRISTINE FARNON <christinefarnon@sbcglobal.net> **Wed, Feb 2, 2011 at 9:27 PM**
To: Jon.foreman@lacity.org

Jon Foreman
Senior City Planner
City of Los Angeles Department Of City Planning
Room 601
200 N. Spring Street
Los Angeles, CA 90012

Dear Jon Foreman,

This case project proposes a massive development in a well-established area, not an area which has open spaces that would allow judicious planning with minimized negative impact. The only "open space" in the proposed Project area is owned by Universal ("Universal" is used for brevity) which will be the beneficiary, while the larger surrounding areas will experience an unprecedented scale of disruption for years until completion of the project. The traffic situation itself will be a living hell for commuters who daily endure freeway congestion. According to studies in the DEIR report, the project would leave some communities with permanent traffic problems which are irremediable. It is inconceivable that City would permit this.

The DEIR Summary shows that the Proposal's negative impact would reach miles beyond the site. In addition, plans for around 3,500 hotel rooms/residential units plus two million square feet of commercial space will put unfair demands, in perpetuity, upon public services, such as fire and police departments, upon water/sewage, etc. Who pays? Who benefits?: the Universal project.

Sadly, many people in the Valley and surrounding areas are not aware of the massive scope of this project and the adverse impact it will have on their quality of life. The media has been strangely quiet, and probably so have others who may be reluctant to publicly voice their concerns.

Among the Many Issues::
1. It is pie-in-the sky to believe, as it is claimed by supporters, that the majority of the new residents and employees will use public transit links. This claim is similar to expectations of the Community Redevelopment Agency and City when they encouraged large scale condo developments adjacent to the Lankershim Metrolink station. Many of these condos remain empty, and a new supermarket which bought into that dream was recently forced to close and almost brought down the parent company.

2. Universal claims that the northern boundary of the Project Site is adequately separated from the residential areas of Toluca Lake by the Los Angeles River and/or by the Lakeside Golf Club and therefore would not adversely change the land use, etc. Fact: Ensuing constructions, noise, loss of privacy if tall buildings overlook private properties, all will have negative impact on the Toluca Lake area. The river channel and the golf course are hardly barriers.

3. Page 48 of the Summary writes "Nine neighborhoods identified may be subject to Neighborhood intrusion impact....five have the potential to experience intrusion impacts...Potential significant neighborhood impact could remain significant and NO other feasible mitigation was identified" . How could City possibly sanction these conditions? ":Potential significant neighborhood impact" would lower property values; statistics show that that deteriorating neighborhoods attract crime.

Most if not all DEIR traffic mitigation proposals for intersections are based on maps which do not necessarily show accurate measurements. There should be NO changes or designs unless each recommended mitigation is based on an on-sight inspection and validation of the map measurements.

4. Increased traffic over the Barham Bridge would substantially add to long-time concerns that the Bridge is inadequate to handle traffic volume. If the Bridge needs new construction, who pays?

5. The many areas identified in the DEIR report as requiring new left turn or right turn signals or lanes do not show if existing properties will lose portions of their parkways and landscaping. If such is the case, it needs to be known now.

6. Jobs the Project will provide: Universal periodically sends flyers to the community praising the great number of jobs this project will create. We need to know how many of these jobs are will vanish as the projects are completed, and how many are estimated to be permanent job opportunities.. Everyone needs to know. .

7. I am heartily opposed to annexation of Los Angeles County property.

Many additional impassioned concerns and oppositions to the Project were raised at the December 13, 2010 Public Comment Meeting at the Universal Hilton, and were made available by Patch (http://northhollywood.patch.com/articles), beginning at the bottom of P. 14. Such comments are additionally revealing and invaluable if City is to make a reasonable decision on this Project. City's credibility is on the line and people depend on its decision-makers to represent all interests fairly..

Sincerely,

Christine Farnon
4833 Cahuenga Blvd
North Hollywood CA 91601
818 762-8343

Letter No. 178

Norman Feinstein
5332 Ben Avenue, Apt. 108
Valley Village, CA 91607-4969

January 24, 2011

Mr. Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to comment on the Draft EIR for the NBC Universal Evolution Plan. While this is a big project by anyone's standards, it is also true that a tremendous effort has been made to emphasize sustainability in both design and operation of the new facilities.

New technology, efficient machinery and appliances, and on-site DWP facilities will all help to reduce the energy footprint of the project, and this is critically important to all of us. I believe that the measures proposed by Universal should be standard for all new projects, to minimize the impact on our energy resources and to provide an example for the entire region.

Los Angeles will continue to grow, and if we don't build wisely and sustainably, as proposed by this project, precious resources will be wasted. I urge you to recognize the responsible steps taken by Universal to conserve water and power, and approve the project without delay.

Sincerely,

Norman Feinstein

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilmember Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande, Planning Director, City of Los Angeles
Richard Bruckner, Planning Director, County of Los Angeles
Darnell Tyler, NBC Universal

Letter No. 179

Jon Foreman <jon.foreman@lacity.org>

File # ENV-2007-0254-EIR : NBC/Universal Evolution Plan

alanforney@aol.com <alanforney@aol.com> **Fri, Feb 4, 2011 at 6:21 PM**
To: jon.foreman@lacity.org

As a long-time resident (22 years) of "The Island" community/Valleyheart Drive adjacent to Campo De Cahuenga, I would like to express some concerns. There are few traffic corridors between the San Fernando valley & Los Angeles proper : The 405, Laurel Canyon & Cahuenga Pass. During rush hours, these all become pretty much a 'gridlock'. The traffic currently moving through Cahuenga Pass/101 freeway comes from or filters into Barham, Lankershim, or Ventura Blvd. if not originating on the 101 from a farther point. Adding a substantial number of residential units as well as commercial expansion in this area will only increase an already untenable traffic problem as well as significantly affect the quality of life in the neighboring communities. I ask that you please reconsider the impact the planned expansion will bear on the surrounding area & burden to public services.

.

regards, Alan Forney 10677 Valleyheart Dr.

Letter No. 180

Liliya Frye
10862 Bloomfield Street, #203
Toluca Lake, CA 91602

February 2, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

NBC Universal's Draft Environmental Impact Report put to rest any concerns I might have had about the company's Master Plan. I support this project 100 percent.

Please don't delay moving this project forward so work can begin on all of the transportation improvements they plan to do. The neighborhoods surrounding Universal will definitely benefit, and for that matter, so will all the people who travel through the area.

Thank you for your consideration.

Regards,

Liliya Frye

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Division of Land / Environmental Review

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

FINAL ENVIRONMENTAL IMPACT REPORT
Volume 10
Appendix FEIR-1 (Continued)

NBC Universal Evolution Plan

ENV-2007-0254-EIR
STATE CLEARINGHOUSE NO. 2007071036
Council District 4

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES 1 THROUGH 27) WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.

Project Address: 100 Universal City Plaza, Universal City, CA 91608

Project Description: Universal City Studios LLLP, L.P., 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, as proposed, would involve a net increase of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Under the proposed Project, portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

APPLICANT:
Universal City Studios LLLP, L.P.

PREPARED BY:
Environmental Review Section
Los Angeles City Planning Department

July 2012

Appendix FEIR-1 (Continued)

Draft EIR Comment Letters

Letter No. 181

Mr. Hanri Galoyan
1733 N. Alexandria Avenue, Apt 3
Los Angeles, CA 90027

RECEIVED
JAN 13 2011
BY: M Salazar

January 10, 2011

Mr. Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal Plan ENV-2007-0254-ENV

Dear Sir:

As a long time resident of Studio City, I am writing to support the NBC Universal project.

After all these years of planning and study, NBC Universal has come up with a project that will work for them, for the community, and for the region. I believe that we must do everything possible to create and sustain good-paying entertainment jobs, which in turn contribute to the success of local businesses. And when the theme park and City Walk are improved, tourists will stay longer and spend more while they're here.

NBC isn't looking for a bailout to stay in business. They're looking to make a huge investment in our community. We should say thank you, and let them get on with it.

Sincerely,

Hanri Galoyan

Hanri Galoyan

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilmember Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 182

Jon Foreman <jon.foreman@lacity.org>

File number ENV-2007-0254-EIR

Tony Gama-Lobo <tondef72@aol.com> **Thu, Feb 3, 2011 at 9:15 AM**
To: jon.foreman@lacity.org

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036 City of Los Angeles File No.: ENV-2007-0254-EIR County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Tony & Rebecca Gama-Lobo
3161 Lindo St.
Los Angeles, CA 90068
323-252-8511

Mr. Foreman,

I am writing on behalf of myself and my wife. We have been residents of the Hollywood Knolls for the past eight years and love it here. The proposed Evolution Development Plans for the NBC Universal properties will have a hugely negative impact on our neighborhood. We are certainly in favor of development, especially development that would benefit the entertainment industry - which we both work in. However, this proposal looks to cause a lot more harm to our community than any benefit it could bring. Specifically:

- The massive increase in traffic to the Barham Pass and surrounding communities without a proper and well-thought out expansion of roadways and outlets.
- The noise, traffic, and air quality impact of the prolonged construction.
- The visual and audio impact on our quiet community of the huge new residential/commercial space and 3,000 new homes (blights, billboards, lights, noise).
- The loss of the historic Universal Studios backlot and the possible future film production that it could support.

The Hollywood Knolls is a unique and special pocket community in the heart of Los Angeles. It is so close to the urban and business centers of Hollywood, Universal City and Burbank, yet retains a quiet out-of-the-way feel. This is my wife's and my first home. We loved this area and have started a family here. It is a true neighborhood of young, old, families, couples. Please reconsider the NBC Universal Development as it currently exists and work with the community groups to find a reasonable compromise to the size and design of the development in order to preserve the Knolls and surrounding neighborhoods.

Thank you,
Tony & Rebecca Gama-Lobo

Letter No. 183

RECEIVED
DEC 13 2010

NBC UNIVERSAL "EVOLUTION PLAN" DEIR
COMMENTS BY J. PATRICK GARNER
DECEMBER 13, 2010

My name is John Patrick Garner. I live at 10211 Valley Spring Lane – just across the golf course from Universal City. I have been involved in noise issues at Universal since 1989 – as the founder of the Toluca Lake Residents Association during the last Universal Master Plan process and currently as Chairman of the Universal Noise Committee of the Toluca Lake Homeowners Association.

THE ISSUE

The DEIR is correct in mandating the establishment of a noise monitoring system for years of construction related noise if the current Master Plan is approved.

The DEIR is absolutely wrong that the majority of the other noise sources at Universal City do not impact the nearby community as they do not generate enough noise to be audible above ambient noise levels at the receptors in the project area. The issue is not decibels it is noise that disturbs Universal's neighbors in a major way.

THE REMEDY

NBC Universal (NBCU) has itself recognized that even existing noise from Universal City is a problem for the surrounding community and has therefore established a senior management level task force to deal with existing noise. This NBCU Core Response Team composed of two Senior Vice Presidents and two Director level NBCU management employees is in the process of setting up a very comprehensive program to deal with the current non-construction noise that the DEIR says will not be a problem in the surrounding community.

The remedy that should be mandated in the DEIR is to make the process now being developed by senior management at NBCU to deal with community complaints about noise from Universal City permanent as a condition of the approval of their Master Plan.

HISTORY

Residents living close to Universal City have been involved with NBCU on the issue of noise in our community for at least 30 years. The pattern has been – a problem develops and action is taken to solve that problem. What has been lacking is a sustainable on-going program at NBCU to effectively deal with noise issues.

Early on our community's efforts resulted in the Universal Amphitheater being covered. In the late 1990's local residents were very involved in Universal's proposed Master Plan. Many filings were made through our attorney at Sheppard Mullin Richter and Hampton on issues related to noise. Universal eventually ceased pursuing that Master Plan but as a result of the interaction with local residents during the process NBCU recognized that noise was a problem (even though the DEIR for that project stated that it was not) and many constructive changes were made to lessen the impact of noise on our community.

Several months ago noise from Universal City again reached a level that caused local residents to mobilize. The community established its own "noise hot line" and scores of noise problems were

documented. The result has been a process involving senior executives from NBCU and the leadership of Toluca Lake homeowner groups to once again deal with noise from Universal City in our community. Unfortunately, last Saturday the new process broke down entirely and we had one of the worst full days of noise in recent memory. The procedure to get on top of the noise quickly outlined below was not executed and the senior management team does not yet know why there was so much noise.

CURRENT MASTER PLAN

NBCU is again pursuing a new master plan for Universal City and will soon be taking direction from the SIXTH OWNER in the last 20 years. Local residents are very concerned that once the current NBCU noise initiative has run its course we will be dealing with years of new noise issues from construction and new venues without a process that NBCU and its latest owners are mandated to keep in place. We know from the noise issues that arose during the recent reconstruction of NBCU's back lot after the fire that there will absolutely be serious noise issues to deal with.

NBCU'S CURRENT SENIOR MANAGEMENT LEAD COMMUNITY NOISE INITIATIVE

The initiatives underway and in review by the senior level NBCU Core Response Team related to noise include:

-A Noise Hotline staffed 24/7 by a company representative will take calls and emails related to noise. Immediately following the complaint, an email will be sent to the NBCU Core Response Team (currently two Senior Vice Presidents and two Director level NBCU employees). Within 24 hours, the complainant will receive a call or email from the Core Team with a response to their complaint. This new response process has been reviewed and approved by top NBCU management and the Core Team will be held accountable for adhering to it. This process was recently put in place and the community has been notified but it must be made permanent.

-A monthly newsletter will be distributed to community residents which will include a report on the number and nature of calls related to noise and what has been done. This initiative was recently implemented but must be made permanent

-NBCU will create a computer mapping program to identify current and potential noise generators at Universal City and will use this program to identify and correct existing noise problems and in planning all future construction and venues. This initiative has begun but it must be completed, used during the proposed master plan construction period and be made permanent.

-NBCU will use the best available noise suppression technology to retrofit existing sources of noise and in all new construction and venues. This initiative has begun but must be completed for all existing sources of noise and all new construction and be made permanent.

-NBCU will establish allowable decibel levels for all sources of noise at Universal City. Noise levels will be measured on site. NBCU will insure that they are not exceeded. This initiative has not been agreed to by NBCU but is essential for dealing with noise now and in the future.

-NBCU will host regular meetings of community leaders to discuss noise issues. This initiative is underway. These meetings must be held monthly during any period of new construction or venue modification and must be made permanent.

SUMMARY

Over 30+ years of our community's dealings with NBCU on noise issues NBCU has eventually taken action to address current problems. What is required now is a permanent and effective on-going process that NBCU is required through this Master Plan to implement. This is especially critical now as our community is facing years of serious construction related and other noise if the current Master Plan is approved. History has proven that without this requirement our community has no option except waiting for the next noise problem and then prodding NBCU to take action.

J. Patrick Garner
10211 Valley Spring Lane
Toluca Lake, CA 91602
818-753-8331
jpgarner@sbcglobal.net

Letter No. 184

RECEIVED
FEB 01 2011
BY: MSalazar

Robin Garner
4241 Forman Avenue
Toluca Lake, CA 91602-2907

January 28, 2011

Jon Foreman
Senior City Planner
200 North Spring Street
Los Angeles, CA 90012

Re: NBC UNIVERSAL EVOLUTION PLAN DEIR,
SCH No: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Dear Mr. Foreman,

Many speakers at the December 13th meeting argued that this expansion will bring jobs and therefore raise real estate values and improve the quality of life in the area. I ask you to consider that Toluca Lake is a gem of the San Fernando Valley...a neighborhood with a real neighborhood feel. Part of this can be attributed to the fact that efforts have been put in place in the past to mitigate traffic running through the neighborhood, with various barriers or traffic diverting methods along Pass and Olive Avenues to the east and on Moorpark Street to the west, as well as traffic bumps on Moorpark and Valley Spring Lane and an additional stop sign on Forman Avenue meant to slow traffic. All of these measures would be rendered ineffective if there were to be an extension of Forman Avenue through Lakeside Golf Course and up to the expanded Universal Development. Would it help mitigate some of the traffic on Lankershim and Barham? Possibly. Would it destroy the neighborhood of Toluca Lake? Absolutely. Would property values in the area rise? Absolutely not. The very reason I chose to buy where I did was that the location of the golf course insured that I would not end up with major traffic running through my neighborhood. Forman Avenue is not wide enough to turn into a four lane road without eliminating parking and/or taking away from existing residential properties. Not one person I heard speak at this meeting in support of this

project lives in a neighborhood directly impacted by it. And let's talk about quality of life. Toluca Lake is a neighborhood of walkers, and most of them take to the streets rather than the sidewalks, alone or in groups, often walking their dogs. Add a steady stream of cars cutting down Forman Avenue and filtering out across the other streets, and this would become a huge safety problem along with destroying this special feature of the neighborhood.

Furthermore, removal of the back lot to make way for new construction may mean more, temporary, construction jobs, but when these film environments need to be duplicated for films, it will likely result in fewer local film jobs as productions are forced into other areas for filming.

One of the great things about Los Angeles is the huge array of activities available...activities which, unfortunately, we often are unable to partake in because traffic makes participation incredibly laborious. This is a huge quality of life issue. The day I left the expansion meeting, at 5:30pm., it took me 25 minutes to arrive home...a distance that takes me only 20 minutes to walk.

More density results in lower quality of life, more frustration, and I believe it will lead to more crime as more people filter through the neighborhood, and incidents of road rage as there becomes no outlet for the additional traffic.

Sincerely,

Robin Garner

Robin Garner

Letter No. 185

Jeffrey Goddard
3950 Vantage Ave
Studio City, CA 91604

RECEIVED
CITY OF LOS ANGELES
JAN 21 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU
M Salazar

January 20, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

There may be many reasons to like the Universal Evolution Plan such as the addition of new housing and office space or the transportation improvements, but none more so than the promise of new jobs.

The tens of thousands of jobs that will be created by the development of the proposed plan are desperately needed as unemployment remains high, the construction industry continues to lag and entertainment jobs seem to disappear. Needless to say, I was excited to read in the Draft EIR that the NBC Universal plan would result in 43,000 jobs. Providing quality jobs at a time when the city is experiencing a shortage is an opportunity that should not be missed.

Regards,

Jeffrey Goddard

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 186

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

donald3125@aol.com <donald3125@aol.com> **Fri, Feb 4, 2011 at 10:38 AM**
To: jon.foreman@lacity.org

Dear Jon,
We are concerned, frankly alarmed, of the effects the Evolution Plan and Metro Universal Plan would have on our Island community. We have residents of the Island for twenty-nine years and potential impact of these plans would be devastating to our unique residential area.
At the present time there is only one street to bring us in and out to the main street, Lankershim. The traffic is already congested on Lankershim, especially during commute hours. The additional load of traffic would pose a serious situation for residents of the Island blocking movement to the main street.
As we understand, Universal is seeking to rezone property from the City of Los Angeles to the County of Los Angeles in order to build taller buildings. Tall buildings could potentially cover the Island in shadows.
And with the scope of these proposed enormous projects, the thought of increased pollution factor becomes another major concern.
We encourage you, the City of LA Department of City Planning assign a team to actually spend time on our Island, experience the traffic flow on Lankershim as it is now, actually address these concerns of the residence and help us have a voice in this all too mega plan.

Sincerely,

Donald & Susan Gold
4017 Denny Ave.
Studio City, Ca 91604
(818)508-1109

Letter No. 187

Jon Foreman <jon.foreman@lacity.org>

Metro Universal Project

Rick Gombar <Rick@gombarinsurance.com> **Fri, Feb 4, 2011 at 2:10 PM**
To: jon.foreman@lacity.org
Cc: MIRIAMBPALACIO@aol.com, daniel@danielsavage.com, e.reyes@lacity.org, w.greuel@lacity.org, d.zine@lacity.org, juliette.durand@lacity.org, j.weiss@lacity.org, t.cardenas@lacity.org, r.alarcon@lacity.org, b.parks@lacity.org, j.perry@lacity.org, h.wesson@lacity.org, b.rosendahl@lacity.org, g.smith@lacity.org, e.garcetti@lacity.org, j.huizar@lacity.org, j.hahn@lacity.org, gloriamolina@bos.lacounty.gov, zevyaroslavsky@bos.lacounty.gov, donknabe@bos.lacounty.gov, mikeantonovich@lacbos.org, m.Feuer@assembly.ca.gov, a.padilla@senate.ca.gov, j.scott@senate.ca.gov, Gombar <GOMBARINSURANCE@gombarinsurance.com>, gail.goldberg@lacity.org, ken.berbstein@lacity.org, rita.robinson@lacity.org, edmond.yew@lacity.org, limszalay@planning.lacounty.gov, lindadishman@laconservancy.org, donnaadams@metro.net

Jon,

Attached are my comments and questions regarding the Universal build out.

Rick Gombar

Universal 2011.doc
44K

Rick Gombar
3387 Blair Drive
Los Angeles, CA 90068
323 845-9719

February 3, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Universal City Project Unit
200 North Spring Street, Room 601
Los Angeles, CA 90012

jon.foreman@lacity.org

Re: Impacts of Back Lot Known as Falls Lake

My name is Rick Gombar. I live at 3387 Blair Drive in the hill known as the Hollywood Manor. I have resided here since 1978. The house is located on the ridge and directly overlooks the back lot of Universal Studios or, more specifically, Falls Lake. In fact, I share a common lot line with Universal.

By way of background, when I moved here thirty-three years ago my house overlooked a natural setting consisting of scores of California Oak trees and sage brush which overlooked the San Fernando Valley. Indeed, the price I paid for the house was reflective of the panoramic view and the privacy of my lot. And, while this natural setting was in fact part of Universal Studios property, filming anywhere near my house was virtually impossible as the natural topography eliminated any possibility of doing so. In short, even though my home was located above a movie studio, using the area in front of my house for film production was not an option for Universal.

Ever since I have lived here I have been active in community matters, especially those issues regarding Universal and its use of their property. To that end I have served on the Board of Directors of the Hollywood Knolls Community Club (HKCC) and have worked on and/or chaired various committees that interfaced with Universal staff members. More specifically, in 1980 I testified at the public hearings in front of the Board of Supervisors

regarding the negative impacts I felt our community would suffer should Universal be granted a grading permit to bulldoze a precious Santa Monica mountain and put an outdoor movie production area in front of my home. In preparation for my testimony, I spent two years working with scores of fellow homeowners, the HKCC, the City, the County, the Planning Commission, and various representatives of Universal Studios studying the proposed project and providing input with the hopes of mitigating at least some of the negative impacts anticipated by our community. Throughout this entire process, the HKCC and our community were assured by representatives of the City, the County and also by Universal representatives, that even though the proposed grading project would result in permanent changes to the area, the net result would be an enhanced quality of life for everyone who resided in our community. In fact, representatives of Universal testified in front of the Board of Supervisors and reiterated this same theme. With regard to the homes most impacted by the proposed development, Universal representatives testified, in part, as follows:

"Within the valley that will in part be filled by the grading project (referring to the area directly in front of my home) there will be two artificial lakes connected by a waterway. Houses along Blair Drive will have a clear view of the newly created lakes and the waterway, and MCA submits that this is a view that would be, will be aesthetically pleasing to those residents along Blair Drive."

Universal representatives went to testify as follows:

"Regarding aesthetic impact, the EIR demonstrates and the Commission found in its findings No. 46 and No. 47 the completion of the grading project will enhance the view of the San Fernando Valley from residents along Blair Drive, and that such a view of the valley is a desire one. MCA submits that this view <u>could increase property values</u> along Blair Drive..."

Representatives of Universal further testified that the project would:

1. *Have a covered and enclosed parking lot designed to eliminate noise created by car horns.*

2. *Have trees planted on top of the parking structure so as to help eliminate the negative visual impact of the building.*
3. *Plant trees in front of the parking structure so as to conceal the visual impact of the building.*
4. *Create a buffer of 400 feet between the homes and any filming area.*
5. *Remove sets after filming is completed so as to bring the area back to its natural appeal.*

In short, none of this ever happened. The lakes never made it into the current CUP, the parking structure was not enclosed, parking spaces rather than trees were put on top of the parking structure, the face of the parking garage was not concealed by trees, filming sets were permitted within a mere 20 feet of our homes, and some of the movie sets located with a few feet of my property line have been left abandoned for over ten years.

This is in addition to the fact that Universal is permitted to conduct filming activities within 20 feet of our homes, twenty-four hours per day, seven days per week with literally no conditions or limitations by the City or the County whatsoever. Certainly, allowing a movie set to be built within a stones throw of residential property is incompatible land usage at best and illegal at worst.

By way of example, most recently Universal distributed a flyer throughout our neighborhood announcing a plan to conduct filming in the Falls Lake area from Monday, January 24th through Friday, January 28th between the hours of 6:00 P.M. and 6:00 A.M. with the following filming activities planned:

1. *Production Lights (which light up our homes as if were daytime)*
2. *Gunshots*
3. *Explosions*
4. *Wind Machines*
5. *Fire Effects*
6. *Car Crashes*

The fact that our community has never received any assistance from the City or the County regarding these on-going disturbances, even after numerous meetings and written complaints, speaks volumes as to the concerns our community has regarding this new proposed project with its 29,000 plus page proposal.

With this background and history in mind, we remain very concerned about the activities permitted in the Falls Lake area. It is my suggestion that regardless of what happens in the future within the area known as "the back lot," that limitations regarding times of production, and types of activities be curtailed so as to take into consideration the fact that Universal has been allowed to construct a filming studio and an amusement park directly below residential property resulting in incompatible land usage.

Finally, I want to bring up the fact that CUP No. 90074-(3), #42 states, in part, the following:

"Representatives of MCA, Inc. or its successors in interest and the Negotiating Committee of the Hollywood Knolls Community Club shall constitute the membership of a Monitoring Committee. The Monitoring Committee shall meet on a regular basis or within ten days of receipt of written notice from either party or the Department of Regional Planning to monitor the implementation of the Conditions imposed by Conditional Use Permit 90074-(3)."

Over the years, members of the HKCC Negotiating Committee have filed formal complaints regarding noise violations by Universal in regard to their filming activities and have received no assistance whatsoever from the City or the County to mitigate any nuisance generated by Universals use of their property.

Questions:

1. *Do you acknowledge that before 1980, the area now known as Falls Lake or The Back Lot was seldom, if ever, used for any activities whatsoever by Universal? If you do not agree, please provide a detail of prior usage including dates and activities performed.*
2. *Do you acknowledge that in 1980, when Universal was permitted to bulldoze one of the Santa Monica Mountains and from that mountain fill in the valley area directly in front of the homes along Blair Drive, that Universal in essence was being given a permit to build an outdoor film studio and an amusement park adjacent to an existing residential community?*

3. *Do you acknowledge that permitting the usage of a property that includes, but is not limited to that of an outdoor movie production facility and/or an outdoor theme park that is directly adjacent to residential properties constitutes incompatible land usage? If it does not constitute incompatible land usage, were else in the City or the County of Los Angeles does this combination of land usage exist?*
4. *As previously stated, CUP No. 90074-(3) details the creation of the HKCC Negotiating Committee. This committee is essential and will help assure compliance of the new CUP. Is it your intention to keep the committee in place throughout the duration of the new development?*
5. *Universal was recently sited by the County of Los Angeles Public Health Department for noise infractions that took place during their Halloween Horror Nights. During the new development period, will there be any restrictions regarding the usage of Universal's back lot area so as to limit the intrusions of Universals activities on the neighboring the residential community?*
6. *A few years ago the HKCC Monitoring Committee met with representatives of Zev Yaraslavksy office. At the meeting the committee provided a detail of numerous violations of the CUP by Universal. And, while it was agreed that Universal indeed was probably in violation of the Los Angeles County Noise Ordinance, we were informed that any changes to the CUP would take at least three years. Will there be any procedures in place whereby complaints filed by the Monitoring Committee will be handled in a timely manner? And, if Universal is not immediately compliant, will there be penalties?*
7. *At the most recent public hearing various speakers professed their approval of the proposed expansion. Each speaker read from a prepared speech that was provided to them by others. And, each of them suggested that they had read the 29,000 page document, and that it was obvious to them that Universal had done a great job mitigating every aspect of the expansion. Oh, and none of the speakers lived within five miles of Universal. My question is, does the committee take into consideration the fact that the speakers did not live in the area, obviously could not have possibly read the 29,000 page proposal, all read from a prepared document which carried the same theme, and obviously were put up to speak by representatives of Universal?*

In closing and on behalf of myself, the Hollywood Knolls Community Club, and our fellow neighbors throughout the County of Los Angeles, I thank you for your time and your consideration and I trust that when reviewing this proposed expansion you will do your best to mitigate this project as if you would be personally impacted as we know we will be.

Sincerely,

Rick Gombar

Letter No. 188

Jon Foreman <jon.foreman@lacity.org>

RE: NBC Universal Evolution

Rick Gombar <Rick@gombarinsurance.com> **Fri, Feb 4, 2011 at 2:22 PM**
To: jon.foreman@lacity.org
Cc: MIRIAMBPALACIO@aol.com, daniel@danielsavage.com, e.reyes@lacity.org, w.greuel@lacity.org, d.zine@lacity.org, juliette.durand@lacity.org, j.weiss@lacity.org, t.cardenas@lacity.org, r.alarcon@lacity.org, b.parks@lacity.org, j.perry@lacity.org, h.wesson@lacity.org, b.rosendahl@lacity.org, g.smith@lacity.org, e.garcetti@lacity.org, j.huizar@lacity.org, j.hahn@lacity.org, gloriamolina@bos.lacounty.gov, zevyaroslavsky@bos.lacounty.gov, donknabe@bos.lacounty.gov, mikeantonovich@lacbos.org, m.Feuer@assembly.ca.gov, a.padilla@senate.ca.gov, j.scott@senate.ca.gov, Gombar <GOMBARINSURANCE@gombarinsurance.com>, gail.goldberg@lacity.org, ken.berbstein@lacity.org, rita.robinson@lacity.org, edmond.yew@lacity.org, limszalay@planning.lacounty.gov, lindadishman@laconservancy.org, donnaadams@metro.net

Jon,

Correction. This is my response to the NBC Universal Evolution Plan. Thank you for your condideration.

Rick Gombar

From: Rick Gombar
Sent: Friday, February 04, 2011 2:11 PM
To: 'jon.foreman@lacity.org'
Cc: 'MIRIAMBPALACIO@aol.com'; 'daniel@danielsavage.com'; 'e.reyes@lacity.org'; 'w.greuel@lacity.org'; 'd.zine@lacity.org'; 'juliette.durand@lacity.org'; 'j.weiss@lacity.org'; 't.cardenas@lacity.org'; 'r.alarcon@lacity.org'; 'b.parks@lacity.org'; 'j.perry@lacity.org'; 'h.wesson@lacity.org'; 'b.rosendahl@lacity.org'; 'g.smith@lacity.org'; 'e.garcetti@lacity.org'; 'j.huizar@lacity.org'; 'j.hahn@lacity.org'; 'gloriamolina@bos.lacounty.gov'; 'zevyaroslavsky@bos.lacounty.gov'; 'donknabe@bos.lacounty.gov'; 'mikeantonovich@lacbos.org'; 'm.Feuer@assembly.ca.gov'; 'a.padilla@senate.ca.gov'; 'j.scott@senate.ca.gov'; Gombar; 'gail.goldberg@lacity.org'; 'ken.berbstein@lacity.org'; 'rita.robinson@lacity.org'; 'edmond.yew@lacity.org'; 'limszalay@planning.lacounty.gov'; 'lindadishman@laconservancy.org'; 'donnaadams@metro.net'
Subject: Metro Universal Project

2/1

Jon,

Attached are my comments and questions regarding the Universal build out.

Rick Gombar

Universal 2011.doc
44K

Rick Gombar
3387 Blair Drive
Los Angeles, CA 90068
323 845-9719

February 4, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Universal City Project Unit
200 North Spring Street, Room 601
Los Angeles, CA 90012

jon.foreman@lacity.org

Re: NBC Universal Evolution

My name is Rick Gombar. I live at 3387 Blair Drive in the hill known as the Hollywood Manor. I have resided here since 1978. The house is located on the ridge and directly overlooks the back lot of Universal Studios or, more specifically, Falls Lake. In fact, I share a common lot line with Universal.

By way of background, when I moved here thirty-three years ago my house overlooked a natural setting consisting of scores of California Oak trees and sage brush which overlooked the San Fernando Valley. Indeed, the price I paid for the house was reflective of the panoramic view and the privacy of my lot. And, while this natural setting was in fact part of Universal Studios property, filming anywhere near my house was virtually impossible as the natural topography eliminated any possibility of doing so. In short, even though my home was located above a movie studio, using the area in front of my house for film production was not an option for Universal.

Ever since I have lived here I have been active in community matters, especially those issues regarding Universal and its use of their property. To that end I have served on the Board of Directors of the Hollywood Knolls Community Club (HKCC) and have worked on and/or chaired various committees that interfaced with Universal staff members. More specifically, in 1980 I testified at the public hearings in front of the Board of Supervisors

regarding the negative impacts I felt our community would suffer should Universal be granted a grading permit to bulldoze a precious Santa Monica mountain and put an outdoor movie production area in front of my home. In preparation for my testimony, I spent two years working with scores of fellow homeowners, the HKCC, the City, the County, the Planning Commission, and various representatives of Universal Studios studying the proposed project and providing input with the hopes of mitigating at least some of the negative impacts anticipated by our community. Throughout this entire process, the HKCC and our community were assured by representatives of the City, the County and also by Universal representatives, that even though the proposed grading project would result in permanent changes to the area, the net result would be an enhanced quality of life for everyone who resided in our community. In fact, representatives of Universal testified in front of the Board of Supervisors and reiterated this same theme. With regard to the homes most impacted by the proposed development, Universal representatives testified, in part, as follows:

"Within the valley that will in part be filled by the grading project (referring to the area directly in front of my home) there will be two artificial lakes connected by a waterway. Houses along Blair Drive will have a clear view of the newly created lakes and the waterway, and MCA submits that this is a view that would be, will be aesthetically pleasing to those residents along Blair Drive."

Universal representatives went to testify as follows:

"Regarding aesthetic impact, the EIR demonstrates and the Commission found in its findings No. 46 and No. 47 the completion of the grading project will enhance the view of the San Fernando Valley from residents along Blair Drive, and that such a view of the valley is a desire one. MCA submits that this view <u>could increase property values</u> along Blair Drive..."

Representatives of Universal further testified that the project would:

1. *Have a covered and enclosed parking lot designed to eliminate noise created by car horns.*

2. *Have trees planted on top of the parking structure so as to help eliminate the negative visual impact of the building.*
3. *Plant trees in front of the parking structure so as to conceal the visual impact of the building.*
4. *Create a buffer of 400 feet between the homes and any filming area.*
5. *Remove sets after filming is completed so as to bring the area back to its natural appeal.*

In short, none of this ever happened. The lakes never made it into the current CUP, the parking structure was not enclosed, parking spaces rather than trees were put on top of the parking structure, the face of the parking garage was not concealed by trees, filming sets were permitted within a mere 20 feet of our homes, and some of the movie sets located with a few feet of my property line have been left abandoned for over ten years.

This is in addition to the fact that Universal is permitted to conduct filming activities within 20 feet of our homes, twenty-four hours per day, seven days per week with literally no conditions or limitations by the City or the County whatsoever. Certainly, allowing a movie set to be built within a stones throw of residential property is incompatible land usage at best and illegal at worst.

By way of example, most recently Universal distributed a flyer throughout our neighborhood announcing a plan to conduct filming in the Falls Lake area from Monday, January 24th through Friday, January 28th between the hours of 6:00 P.M. and 6:00 A.M. with the following filming activities planned:

1. *Production Lights (which light up our homes as if were daytime)*
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3. *Explosions*
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5. *Fire Effects*
6. *Car Crashes*

The fact that our community has never received any assistance from the City or the County regarding these on-going disturbances, even after numerous meetings and written complaints, speaks volumes as to the concerns our community has regarding this new proposed project with its 29,000 plus page proposal.

With this background and history in mind, we remain very concerned about the activities permitted in the Falls Lake area. It is my suggestion that regardless of what happens in the future within the area known as "the back lot," that limitations regarding times of production, and types of activities be curtailed so as to take into consideration the fact that Universal has been allowed to construct a filming studio and an amusement park directly below residential property resulting in incompatible land usage.

Finally, I want to bring up the fact that CUP No. 90074-(3), #42 states, in part, the following:

"Representatives of MCA, Inc. or its successors in interest and the Negotiating Committee of the Hollywood Knolls Community Club shall constitute the membership of a Monitoring Committee. The Monitoring Committee shall meet on a regular basis or within ten days of receipt of written notice from either party or the Department of Regional Planning to monitor the implementation of the Conditions imposed by Conditional Use Permit 90074-(3)."

Over the years, members of the HKCC Negotiating Committee have filed formal complaints regarding noise violations by Universal in regard to their filming activities and have received no assistance whatsoever from the City or the County to mitigate any nuisance generated by Universals use of their property.

Questions:

1. *Do you acknowledge that before 1980, the area now known as Falls Lake or The Back Lot was seldom, if ever, used for any activities whatsoever by Universal? If you do not agree, please provide a detail of prior usage including dates and activities performed.*
2. *Do you acknowledge that in 1980, when Universal was permitted to bulldoze one of the Santa Monica Mountains and from that mountain fill in the valley area directly in front of the homes along Blair Drive, that Universal in essence was being given a permit to build an outdoor film studio and an amusement park adjacent to an existing residential community?*

3. *Do you acknowledge that permitting the usage of a property that includes, but is not limited to that of an outdoor movie production facility and/or an outdoor theme park that is directly adjacent to residential properties constitutes incompatible land usage? If it does not constitute incompatible land usage, were else in the City or the County of Los Angeles does this combination of land usage exist?*
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6. *A few years ago the HKCC Monitoring Committee met with representatives of Zev Yaraslavksy office. At the meeting the committee provided a detail of numerous violations of the CUP by Universal. And, while it was agreed that Universal indeed was probably in violation of the Los Angeles County Noise Ordinance, we were informed that any changes to the CUP would take at least three years. Will there be any procedures in place whereby complaints filed by the Monitoring Committee will be handled in a timely manner? And, if Universal is not immediately compliant, will there be penalties?*
7. *At the most recent public hearing various speakers professed their approval of the proposed expansion. Each speaker read from a prepared speech that was provided to them by others. And, each of them suggested that they had read the 29,000 page document, and that it was obvious to them that Universal had done a great job mitigating every aspect of the expansion. Oh, and none of the speakers lived within five miles of Universal. My question is, does the committee take into consideration the fact that the speakers did not live in the area, obviously could not have possibly read the 29,000 page proposal, all read from a prepared document which carried the same theme, and obviously were put up to speak by representatives of Universal?*

In closing and on behalf of myself, the Hollywood Knolls Community Club, and our fellow neighbors throughout the County of Los Angeles, I thank you for your time and your consideration and I trust that when reviewing this proposed expansion you will do your best to mitigate this project as if you would be personally impacted as we know we will be.

Sincerely,

Rick Gombar

Letter No. 189

Jon Foreman <jon.foreman@lacity.org>

4 lane highway through toluca lake

1 message

charles gonzalez <chuck_cjgcpa@yahoo.com> **Fri, Jan 28, 2011 at 11:01 AM**
To: jon foreman <jon.foreman@lacity.org>

I faxed over my objection to "Alternative Project #9 The Forman Avenue Extension".

I am the Historian for Lakeside Golf Club and I was the editor of our 75th Anniversary Book. I tried to xerox an brief section from that book discussing such a road through Lakeside and the Toluca Lake neighborhood but it is too dark. Therefore, let me quaote from the book.

"The Road Through Lakeside" - Before the creation of our wonderful Lakeside Golf Club there existed a grant of property rights created through the dedication of a 50-foot-wide public road which extended from the present Foreman Avenue through the Lakeside property and across the Los Angeles River. The dedication occured on the Lankershim Ranch map filed in Book 31 Pages 39 thru 44 Miscellaneous Recors. The use of the dedicated street by public entry would have ruined the golf course and severly impacted Lakeside Golf Club. The dedication of this street existed until a group of Lakeside members decided to petition the City of Los Angeles to vacate the dedication of the street across Lakeside Golf Club.

In 1979 the members were able to obtain an Order of Vacation of Forman Avenue between Valley Spring Lane and the Los Angeles Flood Control Channel - Street Vacation Map-18516 recorded June 13, 1979 as Instrument No. 79641029. A special thanks and acknowledgement to Bob Selleck, Jim Irsfeld, and Bill Little, who contributed their time and effort to obtain the vacation of the street for all of the members of Lakeside Golf Club. (end of article)

On a personal note and as a resident of Toluca Lake (4614 Talofa), I find it reprehensible that such a proposal can even find the light of day. To ruin a storied neighborhood like Toluca Lake would be a crime against the people who live in and around the area. Traffic on Riverside Drive is already extremely heavy. To add a significant amount of more traffic would make it a parking lot at some hours of the day. In my opinion this is not acceptable and frankly just wrong.

CjGCpA

Charles J. Gonzalez, CPA, MBA
333 N. Glenoaks Blvd. #201
Burbank, CA 91502
818-333-5560 Fax: 818-333-5570
chuck_cjgcpa@yahoo.com
chuck@cjgcpa.com

Letter No. 190

Roberto Gonzalez
917 Larrabee St Apt 18
West Hollywood, CA 90069

RECEIVED
JAN 18 2011
BY: M Salazar

January 11, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Sub: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

We are very pleased with the findings in the Draft Environmental Import Report for Universal's Evolution Plan. The report has concluded that the project can be completed with very few significant impacts.

We who live close to Universal are not looking forward to construction noise or other irritations associated with a development this size. However, we recognize how important this project is to the health of our city and are willing to live with it. We know that a lot of work has gone into designing and planning this project and it has paid off. The benefits far outweigh any negative impacts. We welcome Universal's investment in our future and hope that you will quickly approve this important project.

Sincerely,

R.G.

Roberto Gonzalez

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 191

Jon Foreman <jon.foreman@lacity.org>

From Jason Graae and Glen Fretwell in Hollywood Manor

1 message

jaaegraae@aol.com <jaaegraae@aol.com> **Tue, Feb 1, 2011 at 6:11 PM**
To: jon.foreman@lacity.org

Hello,

We have lived on Floyd Terrace for 3 1/2 years in our dream house that we have saved up for all our lives. The idea that we would be in the middle of a construction site for the next 20 years is a nightmare to us, and it would be to anyone.
One of the FEW drawbacks of living here is the rush hour traffic- It just took me 1/2 hour to get from Warner Brothers Studio to Dewitt Drive. The thought of more traffic is unconscionable - it would be hellacious for all residents in our neighborhood, not to mention many other commuters.
I seriously hope you will reconsider this mega-development project.

Yours truly,
Jason Graae and Glen Fretwell

Letter No. 192

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR NBC Universal Evolution Plan STATE CLEARINGHOUSE NO. 2007071036

Steven Greene <sbgreene@mindspring.com> **Mon, Nov 15, 2010 at 8:09 PM**
Reply-To: Steven Greene <sbgreene@mindspring.com>
To: jon.foreman@lacity.org

Attached is my comment letter on the Draft EIR for the NBC Universal Evolution Plan.

Evolution_Letter.pdf
38K

November 15, 2010

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

I am concerned about the potential impacts of the NBC Universal Evolution Plan on safe travel on Barham Boulevard for bicyclists, motorcyclists and automobiles.

Mitigation Measure B-5 in the NBC Universal Evolution Plan Draft EIR, as illustrated in Figure 78, which would add one more lane for cars to Barham Boulevard, would create an unacceptable safety hazard for cyclists traveling between Hollywood and Griffith Park. Many cyclists use Barham Boulevard in conjunction with local streets in Lake Hollywood and Cahuenga Boulevard East to travel between the Hollywood Hills and Griffith Park. The lanes on Barham Boulevard are now wide enough in many areas that cars and bicycles can share the lanes. The proposed mitigation measure would reduce the curb lanes to as little as 11 feet, creating an unsafe condition for cyclists.

While the proposed project would create bike lanes on its own internal "north-south" road, this road would not be accessible to cyclists coming from Hollywood unless they travel on unsafe portions of Cahuenga Boulevard, through the congested intersection of Cahuenga/Barham and then onto Buddy Holly Drive. No bicycle lanes exist on or are proposed for Buddy Holly Drive. Thus, with implementation of the project, there will be no safe travel route to Griffith Park for cyclists who come north on Cahuenga East or who cross the 101 freeway at Mulholland Drive.

In addition, the curb lanes that will be created on Barham Boulevard by Mitigation Measure B-5 will not be safe for cars or vehicles unless much of the the pavement is reconstructed on both sides of the street. Currently, in many places, the curb lanes are primarily asphalt pavement with a deteriorated and uneven seam connecting them to concrete several feet away from the curb. Under current conditions, vehicles and bicycles do not need to travel on the uneven seam, because of the width of the lanes. However, with the narrower lanes, this seam will create an uneven riding surface, which is a particular problem for motorcycles. Because the project is proposing to restripe the road and shift where vehicles will drive, the project should also be required to rebuild the pavement surface in both the northbound and southbound directions to have a standard curb and gutter, with a smooth travel surface for vehicles.

Currently, foliage along the west side of Barham Boulevard is severely overgrown, with branches literally extending several feet into the roadway. Again, currently, this is unsafe for cyclists, but less of a problem for cars because of the width of the lanes. With narrower lanes, cars will not be able to use the curb lane without being scraped by vegetation unless a plan is implemented to control its growth. This plan must apply not only to the project's frontage, but also to other private parcels on the west side of Barham Boulevard between Coyote Canyon Road and Lake Hollywood Drive.

In the striping plan in Figure 78, it appears that the existing on-street parking on the east side of Barham Boulevard between Lake Hollywood Drive and Coyote Canyon Road will be removed. If that is the case, then the Draft EIR fails to analyze the potential impact of removing this parking. On-street parking is currently permitted in that section without restriction. The parking analysis should be expanded to include the potential impact of removing this parking.

This project should not be approved unless safe bicycle facilities are retained on Barham Boulevard or suitable alternatives are provided by creating safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive between Lakeridge Place and the new "north-south" road. In addition, the curb lanes must be improved as described above to create safer conditions for all vehicles on Barham Boulevard.

Sincerely,

Steven Greene <via e-mail>

Letter No. 193

January 18, 2011

Mr. John Foreman, Senior City Planner
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal
ENV-2007-0254-EIR

Dear Mr. Foreman:

The most important thing in the Draft Environmental Impact Report is the estimate of new jobs which will result from this project: 43,000. With unemployment in this County at 12%, there shouldn't even be a question about going forward with it.

NBC Universal is investing many billions of dollars in our community. The resulting jobs and public improvements will benefit thousands of people – those who live in the neighborhood, those who travel through it, and those who will be hired throughout the County to provide goods and services during construction and afterward. This project will be an economic stimulus with regional effects, creating sustainable, high-level jobs and helping to anchor the entertainment industry in Los Angeles.

All of the public improvements outlined in the DEIR will be a tremendous benefit as well, and demonstrate that the plan was developed in a comprehensive way. But the real value will be putting Los Angeles residents back to work, creating the economic value we need for a healthy thriving community.

I hope the City does its job – please approve this plan.

Sincerely,

Scott Haddock
7307 Haskell Ave, Unit 15
Lake Balboa, CA 91406

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 194

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR -- Letter of Support

1 message

pamhannah@aol.com <pamhannah@aol.com> **Tue, Dec 21, 2010 at 3:41 PM**
To: jon.foreman@lacity.org
Cc: mayor@lacity.org, zev@bos.lacounty.gov, councilmember.Labonge@lacity.org, councilmember.reyes@lacity.org, michael.logrande@lacity.org, rbruckner@planning.lacounty.gov, darnell.tyler@nbcuni.com

December 21, 2010

Dear Jon Foreman, Senior City Planner

Copy to: Mayor Villaraigosa, Supervisor Yaroslavsky, Councilmembers LaBonge and Reyes, Mr. LoGrande, Mr. Bruckner, and Mr. Tyler

Re: NBC Universal Evolution Plan DEIR

Attached is my letter of support for the NBC Universal Evolution Plan, to be included as a response to comments regarding the DEIR prepared for this project.

Thank you,
Pam Hannah
11143 Aqua Vista Street, #8
Studio City, California 91602

NBC_Universal_Evolution_Plan_DEIR_comments.pdf
40K

December 20, 2010

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
DEC 30 2010
BY:

Subject: **Support for the NBC Universal Evolution Plan Draft Environmental Impact Report**

Dear Mr. Foreman,

I am writing in support of NBC Universal's Evolution Plan and the responsible and thorough analysis conducted in the Draft Environmental Impact Report. I have lived in Studio City for over 20 years and have followed this important project very closely. This project is the right mix at the right time in the right place.

I applaud the City of Los Angeles as well as the County for their painstaking review and management of the process. The fact that there are only a limited number of areas of significant long-term impacts demonstrates that NBC Universal, the City and the County are strongly committed to addressing the project's impacts.

I was pleased to see that the Draft EIR prepared by the City showed that NBC Universal is investing in their studio with new sound stages and support facilities. We need the studios to continually reinvest here in Southern California. We are losing too much production to out of state. We need to help studios like Universal do business in California.

The environmental report analyzed over 160 intersections and is providing improvements to 139 of those. That is important, but equally important is the decision to link transit to the property. The Universal plan is exactly what we need: responsible mitigation of traffic impacts and the balanced mix of development and density at transit stations connected to transit. Further, I commend NBC Universal for considering alternative work schedules, flexible work and telecommuting programs. We need more opportunities like this to help ease transportation issues.

I was absolutely thrilled to learn from the DEIR that about 43,000 jobs would be created throughout Los Angeles as a result of the Evolution Plan—getting Los Angelenos back to work at this time is a blessing! Our elected officials should be moving heaven and earth to get this project started. I implore Councilman LaBonge and Supervisor Yaroslavsky to get this moving now!

As a neighbor over the past 20 years and reviewing the Evolution Plan, I feel Universal is a critical part of our community and have confidence that they will continue to be a responsible neighbor.

Sincerely,

Pamela Hannah
11143 Aqua Vista Street, #8
Studio City, California 91602

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 195

Karen Hanson
1443 N. Alta Vista Blvd
Los Angeles, CA 90046

RECEIVED
JAN 18 2011
BY: M Salazar

January 10, 2011

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

The NBC Universal Studios expansion plan sounds like just what we need at this point-- a shot in the arm for the region's economy, new jobs, and a commitment to maintaining and enhancing Los Angeles' role as the preeminent supplier of entertainment to the world.

The DEIR for this project shows extensive efforts to anticipate and address potential problems in terms of increased traffic on Barham Blvd., access to the 101 Freeway, and congestion on feeder roads and intersections in the area. These plans provide residents like myself with the confidence that the project can be successful and not leave us all mired in traffic.

Sincerely,

Karen Hanson

Copies to:
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 196

Ann-Marie Harrington
1756 N Wilton Pl
Los Angeles, CA

January 14, 2011

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

Congratulations to the City and County of Los Angeles for working together to produce the extensive Environmental Impact Report on the NBC/Universal Evolution Plan.

I moved to Los Angeles and I've always been fascinated with Los Angeles and believe that Hollywood is the capital of the movie world. This project is good news for the region in that it lays out a way to keep Los Angeles the entertainment industry capital of the world. More importantly, it will create thousands of new jobs in the industry for Angelenos.

Now that the Draft EIR has been released, I hope this project will move forward quickly.
We need to create jobs and get people back to work. This will be a boon for economic development in the region.

Sincerely,

Ann-Marie Harrington

Letter No. 197

Joyce Hart
P.O. Box 2564
Toluca Lake, CA 91610

February 2, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

It is encouraging to see a company like NBC Universal commit to such a large-scale green development. As you know, we were bought by Comcast and after listening to our new owners; I am convinced they care about people, our environment and our community.

I am in favor of the studio's proposal and especially appreciate two specific components of the plan. First, I like the incorporation of special building features into the design that will make the project environmentally responsible and conserve energy and water.

Secondly, the inclusion of 35 acres of public open space will be a big asset to the community. We need more accessible and usable park space in the city. The plan will provide just that - landscaped areas and hiking paths and trails, which will be designed to buffer the existing residential neighborhood.

I look forward to this project moving ahead.

Regards,

Joyce Hart

Joyce Hart

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

21 A

Letter No. 198

Jon Foreman <jon.foreman@lacity.org>

"evolution" at Universal

1 message

Jon Hartmann <jphartmann@sbcglobal.net> **Mon, Jan 31, 2011 at 12:33 PM**
To: jon.foreman@lacity.org
Cc: hollywoodknolls@yahoo.com

Jan 31, 2011

Dear Mr. Foreman,

I joined the Musician's Union Local 47 in 1965, at the age of eighteen. As a member of the entertainment industry, I am well aware of the critical need for good-paying jobs. But as a resident of the neighborhood for over fifty years, I'm also well aware of the number of automobiles clogging the streets, and the impact of their use on our lives. There are times when Barham Boulevard is unusable, and the level of congestion is frequently a hazard to health and safety. Basic services are adversely affected by the inability of this artery to carry loads far beyond what it was designed to accommodate.

Two provisions of the statement made by Universal are false, and on their face defy explanation. The report fails to address the traffic impact on the area, and the audio tests for ambient background noise were falsified. Video tape of the recording set-up shows that all rides, activities, audio loops and concerts were suspended during the test.

Copies of these videos on DVD are available upon request. The facilities at Universal are not fully utilized, and increases in employment could easily be accommodated within the current buildings. Parking at the Universal Red Line station has always been insufficient, and the expansion does not address the loss of spaces.

The reason behind the Universal expansion is that the "War of the Worlds" tram ride brings in far less cash that thousands of people paying rent. To Comcast, this is just an investment. To me, these beautiful green hills are still sacred.

Jon Hartmann

323 850 0269

Letter No. 199

BYRON HAYES, JR.
Lawyer (Retired)
4256 Navajo Street
Toluca Lake, California 91602-2914
Telephone: (818) 752-4653
Telefax: (818) 752-9458
Email: bhayes@earthlink.net

RECEIVED
CITY OF LOS ANGELES
FEB 04 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU

February 3, 2011

1:22

Jon Foreman, City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

NBC UNIVERSAL EVOLUTION PLAN, DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Sir,

I am a resident of the Toluca Lake area and have reviewed the DEIR for this project ("Project"). I have the following questions, comments and opinions:

General opinion:

Planning and zoning are meant to be for the public good. That means for the public generally, not just for developers to make money. Developers can operate for the public good when they develop needed facilities in a way that is not harmful to the public. However, in this case the facilities proposed by the developer impose unfairly and unreasonably upon the surrounding public by creating undue noise, traffic, and congestion. We do not need or want another Century City or Warner Center at this place. We do not need or want a destination resort at this place. The location of Universal City is more in keeping with a less dense development that does not impinge upon its surroundings.

It is not fair and not good government to allow a developer to impose so much on the surrounding neighborhoods. The proposed development also require additional infrastructure that the developer is hoping public agencies will provide, which otherwise is unnecessary.

In my view, Universal currently impinges unreasonably on its neighbors. Government has not been diligent enough in requiring Universal to mitigate those impingements as employment and visitation in Universal have increased over the years. I have read Universal's press releases about what it has done for its neighbors, but its efforts are a drop in the bucket compared to the problems

Universal causes. Traffic and noise are the most obvious, but for those of us on the lowlands the view of Universal and the glare from its lights are not pleasing either. This will only get much worse with the contemplated expansion.

Specific Questions:

1. I read that Comcast Corporation has acquired as of Friday, January 28, 2011, a majority interest and control of NBC Universal, Inc. Has Comcast endorsed or agreed to the project reflected in the DEIR?

2. Will the project reflected in the DEIR change under Comcast's ownership? If so, what will be the status of this DEIR?

Comment to 1. and 2.: The public has aright to know Comcast's position on this Project, particularly if Comcast develops any plans to change the Project.

3. Is there any additional environmental study that must be done to implement Alternative 2?

Comment to 3.: Alternative 2 seems to be the best solution here. There is no need for additional hotels on the site. The area proposed for residential should be retained as a buffer between the studio and tourist uses and the surrounding residential. Alternative 2 seems to best preserve the studio uses of the site without imposing additional tourist activities on the surrounding neighborhoods. Alternative 2 is the product of prior study and consideration, and should be retained as the "blueprint" for further expansion of Universal Studios.

4. What are the environmental effects if both this project and the Metro Universal Project are constructed?

Comment to 4.: This DEIR appears to stand on its own, except for some joint mitigation discussion about the Metro Universal Project. What is not explained are several possible scenarios involving the two projects, the worst seeming to be that the Metro Universal Project and a significant portion of this project are constructed at the same time. Also there are some very optimistic projections about transit relieving some of the traffic impacts of this project, but if the Metro Universal Project is constructed, transit use of the Universal MTA Station will be severely impacted. Under current conditions there is not enough parking at the Universal Station, and the Metro Universal Project, as I read its DEIR, will not resolve that problem. On several occasions when I was going downtown for meetings, I have gone through the Universal MTA Station parking lot, intending to take the Red Line downtown. Finding no space to park, I have driven instead. I see other cars doing the same thing.

5. With all of us on water rationing now, and in view of the latest 2010 Urban Water Management Plan, where will the water to serve this project come from?

Comment to 5.: After a lot of "mumbo jumbo" about water infrastructure and demands, the DEIR sums up the available water supply as follows:

> "The proposed Project and related projects will result in the increased consumption of water in the area. Based on the Urban Water Management Plan (2005), LADWP has indicated that LADWP has enough water supply sources to service the region. Therefore, additional water consumption will not affect water supplies." (Appendix N-1-1, Water Technical Report, Paragraph 6.3, Page 13).

Personally, I'd rather have enough water so my lawn and flowers don't turn brown in the summertime, and so we don't have to double up on flushes to save water.

The reliance on the Urban Water Management Plan 2005 is obsolete, in view of the release of the 2010 Urban Water Management Plan. While I don't understand all the details, one person commenting on the new Plan (David Coffin in CityWatch, Vol 9 issue 7, January 25, 2011) stated as follows:

> "After decades of rosy water supply projections proclaiming a practically limitless supply, the new 2010 Urban Water Management Plan (UWMP) is coming to terms with a long overdue reality. Water supply has not grown as expected and isn't expected to grow substantially in the future";
>
> "In recent years the UWMP was becoming an embarrassment. The absurdity of the previous UWMP's played out in almost comedic fashion when the projections did not meet real deliveries"; and
>
> "Water supply has dropped to dangerously low levels when projects were approved and built within the scope of the previous UWMP projections. The margin of safety is gone".

The DEIR should be based on the current Urban Water Management Plan. Also the DEIR appears to be totally inadequate under California Water Code Section 10910 for a water assessment under that Act. Of course, California Government Code 66473.7 (the Assured Water Supply Law) requires findings that sufficient water will be available for the residential portion of this project. There does not appear to be sufficient support for such findings in the DEIR or otherwise, considering the 2010 Urban Water Management Plan.

6. How will the Project be affected if the proposed North-South Road through Lakeside Golf Club and an expanded Forman Avenue is abandoned?

Comment to 6.: There is no chance that this major road through Lakeside Golf Club and up Forman Avenue will be constructed. It would devastate the affluent community of Toluca Lake and ruin one of the City's best neighborhoods. There is too much political power in Toluca Lake and at Lakeside Golf Club for this to occur. The DEIR discusses this as Alternative 8, page 28.

7. Why can't the traffic mitigation measures be completed before the commencement of construction of the Project?

Comment to 7.: Reading the traffic mitigation measures, pages 53 to 85 of the DEIR, I am impressed at how comprehensive they are and how inadequate they are. I will comment on the inadequacy below. My question here is when will they be accomplished, and in particular, shouldn't the mitigation be accomplished before construction begins, because a significant amount of the traffic impact will be related to construction on the project.

8. Why can't there be greater mitigation of the traffic problems on Lankershim Boulevard and Barham Boulevard?

Comment to 8.: I have had a lot of experience commuting to Downtown from Toluca Lake. My routes have taken me down Cahuenga Boulevard to Lankershim Boulevard and then in front of Universal Studios to the Hollywood Freeway or alternatively down Olive Avenue to Barham Boulevard and up over Barham Pass to the Hollywood Freeway. These routes are seriously jammed up during rush hour under present conditions. If Universal would make a serious and substantial effort to solving the traffic problem around it, its neighbors would be more forgiving about the other problems it creates.

As I drive and walk the area, I see lots of traffic entering and exiting Universal, primarily at the entrances on Lankershim Boulevard and at Lakeside Plaza. The DEIR only confirms that those entrances will be more heavily used. Contrary to Universal's claims, the traffic is heavy at other times than the morning and evening rush hours. I have been stuck in serious traffic jams caused by crowds entering or exiting Universal for some event. This traffic exacerbates the already heavy traffic load on Lankershim Boulevard and Barham Boulevard. Universal is a substantial traffic generator, and it unfortunately happens to be located at the focus of a lot of non-Universal traffic converging on the Hollywood Freeway and the MTA station that just wants to get by and go elsewhere.

The fundamental problem is that four intersections and their connecting streets are heavily overloaded and totally inadequate for the traffic flow, with or without Universal. They are, in order of seriousness, Cahuenga-Lankershim-Ventura Boulevards and related Hollywood Freeway on and off ramps; Barham-Cahuenga

Boulevards and related Hollywood Freeway on and off ramps; Cahuenga-Lankershim at the L.A. River; and Olive-Barham-Forest Lawn-Lakeside Plaza. The slightest interference with traffic in these locations during the rush hour will cause a backup for miles and create serious delays.

My time was sold for over $6 per minute. These traffic delays cost my firm, clients or me substantial amounts. While not everyone's time is that valuable, using a reasonable multiplier for the many thousands of cars passing through this area means that the cost to the public of the traffic delays in the intersections nearby Universal is many thousands of dollars per day. This is driving successful people and businesses out of the area.

It is clear that the Mitigation Measures set forth in the EIR are only "band aids" and will not mitigate the problems created in these intersections and related streets. They in general provide for widening of streets and additional lanes. In my opinion these changes will not alleviate the traffic problems in the Universal area. In my view, the only solutions that will work are those that separate the through traffic from the Universal and local traffic.

I may be presumptuous to offer solutions to these problems, but viable solutions are lacking in the Draft EIR. I believe the best solutions at this time are the following:

a. <u>Cahuenga-Lankershim-Ventura; related freeway on and off ramps; and the Cahuenga-Lankershim intersection at the L.A. River</u>.

A new upper level onramp to the southbound Hollywood Freeway and offramp from the Northbound Hollywood Freeway should be constructed, in each case connecting the freeway by new upper deck roadways to the Lankershim-Cahuenga-L.A. River intersection and bypassing Universal. This would include constructing new bridges over existing roadways and, in the case of the new southbound on-ramp, over the freeway. The new upper deck should pick up the morning southbound traffic on Lankershim Boulevard and Cahuenga Boulevard and take it directly to the southbound freeway, and pick up the evening northbound freeway traffic and take it directly to northbound Lankershim Boulevard and Cahuenga Boulevard, in each case bypassing the existing signals and roadways.

The existing lower street level would be preserved as an alternate route to handle local, MTA, northbound freeway and Universal traffic with dedicated driveways to the MTA parking lot and to the northbound onramp to the freeway.

The new upper deck onramps and offramps over Lankershim would relieve much of the current pressure on the existing onramps and offramps at the Hollywood freeway and Lankershim-Ventura-Cahuenga West. That means, then, that in conjunction with constructing the proposed Station Access Road, the onramp that is currently from northbound Ventura Blvd., north of Lankershim, to the southbound freeway could be reconstructed with a bridge that would pick up southbound Ventura traffic and carry it over the northbound lanes to the southbound onramp. That way inbound Ventura traffic could go directly on the freeway, bypassing existing signals. Those steps would eliminate considerable congestion at the Lankershim-Ventura-Cahuenga Boulevard intersections.

b. Barham-Cahuenga and related freeway onramps and offramps; and Olive-Barham-Forest Lawn-Lakeside Plaza.

The Barham intersections at the Hollywood Freeway must be relieved. The best solution seems to be to double deck Barham with dedicated freeway onramps and offramps, so morning southbound traffic can go directly onto the Freeway and evening northbound traffic can come directly off the Freeway onto Barham, bypassing the existing onramps and offramps and associated signals. The existing roadway would be preserved under the second deck for local traffic and Universal traffic. The upper deck should probably start at the Los Angeles River, picking up and depositing the Olive Avenue and Forest Lawn traffic, avoiding the existing Barham-Forest Lawn-Lakeside Plaza signal. Again, this would permit local traffic to use the existing streets and intersection, but enable through traffic to bypass Universal entirely on the upper deck.

In the DEIR, Universal requests deletion of the "East-West Road" from Barham Boulevard to Lankerhim Boulevard. I have these observations: (1) We cannot expect many people east of Toluca Lake to use the MTA subway unless the "East-West" Road is constructed. Otherwise it would take too long to drive to the station by Universal; and (2) The L.A. River channel should be considered as a location for the road. I can understand Universal's not wanting to destroy existing buildings and operations to construct such a road, but it appears to me to be quite feasible to cantilever the street over the L.A. River channel for part of its way. Other parts can be built on Universal property, perhaps as a second level, as much of Universal's area next to the L.A. River is used for a interior road anyway.

9. Can't there be more mitigation of the noise from the Project?

Comment to No. 9.: As I write this, I have been hearing loud bursts of machine gun fire and other gun fire from Universal. It sounds like a war over there. This noise has been occurring off and on for a couple of days. Yes, they warned us in a flyer they were going to make this noise, but that does not excuse the fact that their noise is loud, obtrusive and annoying. What are we supposed to do, leave town when they tell us they are going to make a lot of noise? The proposed project will just exacerbate the situation.

Noise is listed as one of the "Significant and Unavoidable Impacts" of the Project. However, the summary fails to adequately describe the impact that the noise will have on neighbors. We know that the proposed mitigation is inadequate because it does not even consider the current impact of Universal's noise on us. The noise problem is further evidence that the project is too big, too ambitious and too intrusive into surrounding neighborhoods.

10. As there are Significant and Unavoidable Impacts as a result of this Project (DEIR, Section F, page 255), why should it be constructed?

Comment to 10.: The magnitude of the significant and unavoidable impacts demonstrates that this project is too big, too dense and too imposing on the surrounding neighborhoods. Accordingly, Universal should be sent back to the "drawing board" to design a project more in keeping with its surroundings. Alternative 2 (page 16) seems to be the right solution.

11. This DEIR encompasses such a lot of development over a long period of time, wouldn't it be better to do the environmental analysis as each separate project is proposed instead of trying to cover it all at once?

Comment to 11.: Things change, and this DEIR is attempting to predict the future of a lot of development that is slated to take many years. Both the Project and the surrounding conditions will change over the life of this EIR. It would seem better to take it project by project, or section by section, when the individual projects are ready to be constructed. This also ties into question 3, above, and if Alternative 2 is adopted, all of this environmental analysis will be unnecessary.

12. Why can't the DEIR be made to be understandable by an ordinary person?

Comment to 12.: The undersigned is an honors graduate of Harvard Law School who has practiced mainly real estate law for over 50 years. I find much of this DEIR incomprehensible. It is so long, so detailed and written in a technical language, that as a result it is impossible to understand, even for the undersigned. There are too many meaningless words. I have heard numerous complaints about this DEIR from people without my background. As such, it does not fulfill the objectives of CEQA. There is no way the decision makers who are supposed to rely on the EIR would have the time from their busy schedules to understand it. The DEIR needs to be reworked so that the project and the environmental impacts are clearly explained. The explanation should be

in laypersons' terms, so they can be understood by a busy person who does not have a legal or technical background.

* * *

For these reasons the DEIR is inadequate, and I respectfully request that you address my questions and comments and cause the DEIR to be revised.

I also support and incorporate by reference herein the response of the Toluca Lake Chamber of Commerce and Citizens United for Smart Growth, as if each was fully set forth herein.

Very truly yours,

Byron Hayes, Jr

Byron Hayes, Jr.

Cc: By email:
Mayor Antonio Villaraigosa
Los Angeles City Council Members
County Supervisor Zev Yaroslavsky
Communities United for Smart Growth
By fax:
Councilmember Richard Alarcon, Fax No. 213.847.0707

Letter No. 200

Jon Foreman <jon.foreman@lacity.org>

Universal Project

Mary Hedley <mary90068@yahoo.com> **Wed, Feb 2, 2011 at 12:41 PM**
To: jon.foreman@lacity.org

To Whom it May Concern:

We have all heard and seen the numbers: 80percent increase in traffic on Barham Blvd.

One can only imagine what impact that number alone will have on the health of the residents in our community.I trust that you have heard of Emphysema, heart disease and a host of other respiratory diseases.
I can't imagine anyone willing to be stuck in two miles per hour traffic on the way to and from work or school or shopping...Not I.
Thank you for considering the opinion of a long time resident.

Respectfully,

Mary Hedley
3272 Craig Drive

Letter No. 201

Miriam Heiman
4188 Greenbush Avenue, Apt. 5
Sherman Oaks, CA 91423-4363

January 25, 2011

Jon Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal ENV-2007-0254-EIR

Dear Mr. Foreman:

I don't often comment on city matters but this is a time I feel compelled to because I believe the NBC Universal master plan will benefit the community. I am excited that the project will bring new revenue and employment to Los Angeles, both of which are greatly needed.

This project will bring diverse employment opportunities giving direct hope to my family as we have been financially struggling since 2009. Having vast and dependable career choices so close to home is - quite literally - thrilling.

Equally vital to our community is the proposal for new housing. The mix of housing described in the draft environmental impact report will serve a variety of residents and help address L.A.'s housing shortage in a significant way. It is also in sync with planning goals of creating commercial and residential uses along major transit corridors.

Thank you for considering my opinion.

Sincerely,

Miriam Heiman

Miriam Heiman

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilman Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 202

January 25, 2011

Mr. Jon Forman, Senior City Planner
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File#ENV-2007-0254-EIR

Dear Mr. Forman,

As someone who works in the tourism industry, I applaud projects like the NBC Universal Evolution Plan. To me it marks a major investment in one of the most important tourist destinations in Los Angeles.

Tourism is good for all of us. It keeps thousands of people employed in Los Angeles, and this type of investment will go a long way to keep our tourist destinations fresh and vibrant. Tourist dollars invested in Universal City also support surrounding businesses and benefit the entire community.

I hope that this project is allowed to move forward in a timely manner.

Sincerely,

James Henderson
13407 Riverside Dr., Apt. C
Sherman Oaks, CA 91423-2522

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 203

February 1, 2011

Mr. Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Regarding: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

I live near Universal City, and I'm primarily concerned with how the new proposed development there is going to fit in with our existing community. While I realize that Universal is already substantially built up, and that its studio and tourist attractions are important parts of our local economy, it is equally important to make sure that any additions are compatible with the surrounding neighborhoods.

The portions of the Draft EIR that deal with this issue make clear that thought has been given to both creating new view corridors and protecting the existing ones. Similarly, we will not be overrun with new signage that dwarfs its surroundings. This kind of sensitivity is critical to the success of infill projects, and I am happy to see that Universal has designed the project accordingly.

We need this kind of major investment in our community to provide jobs and housing, and we especially need this kind of quality in project design to make sure that it will be a success for all of us.

Thank you for your consideration.

Sincerely,

Paola Henric
3650 Barham Blvd., Apt. T-319
Los Angeles, CA 90068-1147

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Planning Director, City of Los Angeles
Richard Bruckner, Planning Director, County of Los Angeles
Darnell Tyler, NBC Universal

Letter No. 204

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

Despite our recent rains, we have to remain vigilant about water resources. The fact that the Universal project will use reclaimed water for irrigation uses shows a dedication to smartly recycling an important, but ever more scarce resource.

Also important is the control of runoff. It is to be commended that there will not be an increase in the peak flow rate of storm water runoff from the project site. It seems as though Universal is doing everything they can to ensure a responsible development.

Sincerely,

Sheri Herman
12130 Cantura St
Studio City, CA 91604-2501

Copies to:
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 205

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Plan

1 message

Anne Herwick <astedman@sbcglobal.net> **Mon, Jan 31, 2011 at 2:00 PM**
To: jon.foreman@lacity.org

Hi,

I'm Anne and my family lives on Forman Ave in Toluca Lake. We are definitely opposed to the NBC Universal Evolution Plan and faxed over our signatures for your Comment sheet. Please keep us posted about this.

Thanks so much,
Anne Herwick

Letter No. 206

Jon Foreman <jon.foreman@lacity.org>

re: ENV-2007-0254-EIR

1 message

Stephanie Hodge <stephanie@stephaniehodge.com> **Tue, Feb 1, 2011 at 5:18 PM**
To: jon.foreman@lacity.org

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036 City of Los Angeles File No.: ENV-2007-0254-EIR County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

name: stephanie anna hodge
address: 3253 benda street los angeles ca 90068
phone: 646 379 0662

comments

WE DO NOT WANT THIS DEVELOPMENT IN OUR AREA.
as a resident of one of the streets in hollywood knolls, just off the barham exit on cahuenga east, we are already well aware of how cut through traffic affects our neighborhood, but how do they expect to dissuade the additional 36,000 drivers that this project will add to our streets who are frustrated by traffic not to drive up in to our neighborhood? how do we insure that our streets, cars, pets, and children will be safe from anxious drivers speeding, trying to get home through an unfamiliar neighborhood?
adding 36,000 drivers to an already jammed roadway will cause problems for residents of the knolls who already suffer when trying to get to work each day. it takes me at least 5 mins to turn on to cahuenga east due to the amount of traffic i face turning on to barham. how do they expect the small roads which have no room for expansion to handle an additional 36,000 drivers each day?
traffic concerns aside, i would like to say that destroying a historic backlot to build another park la brea makes me sick. i'm sure if you took a poll, 90% of the people who live in the hollywood knolls and lake hollywood work in film and television production (our household does). they should be ashamed that they are disregarding the history of the business and the surrounding community which makes it possible for a giant like nbc universal exist in the first place!

Letter No. 207

4208 Laurelgrove Avenue
Studio City, CA 91604-1623
Phone 818.762.3852
E-mail arthoward4208@gmail.com

Arthur Howard

RECEIVED
FEB 04 2011
BY: Msalazar

February 1, 2011

ENV-2007-0254-EIR

Jon Foreman – Senior City Planner

City of Los Angeles Department of City Planning

200 North Spring Street, Room 601

Los Angeles, CA 90012

Dear Mr. Foreman,

The NBC Universal Evolution Plan development is completely inappropriate and too large for this location. Normally, proposed projects are for land that is served by a series of streets in north/south and east/west directions. This land has no such infrastructure of streets to support travel to and from the site. The main route to this property is the 101 Freeway, which is already overcrowded, especially at peak traffic hours. There is no way the developers can provide adequate access to their site without overloading the already inadequate existing infrastructure. The DEIR says some traffic blockages are unmitigateable.

What is mitigateable is allowing the proposed massive additions to the property and to destroy neighborhoods, traffic and travel throughout the San Fernando Valley. To achieve this end, a reduced size project would be a major necessity. A first step would be to eliminate the 2,937 dwelling units and concentrate on the film, studio and television business additions.

The required traffic mitigation measures must be entirely in place before any construction starts. There is a very real chance that some of the promised measures will never be completed. For instance, in the developer's brochures it states, "Assist in unlocking more than $200 million in potential transportation funding for the Valley." In our current economic time is this a realistic statement? Furthermore, although the effects on local traffic were estimated by professionals, I feel they are grossly underestimating the effects this massive development will have on the neighboring communities.

If all the traffic mitigations are not in place prior to construction, a bond equal to the amount of the entire mitigation costs, must be provided to ensure that the work will, and can be completed.

Another concern is the 20 year request for this project. If they are granted this time frame, and thus have the rights to build the entire requested project, what happens if there are serious changes, in the future, and it is realized that the community will be greatly harmed by the requested construction.

Yours truly,

Arthur Howard

Letter No. 208

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

1 message

Tim Hyde <timhyde1@me.com> **Mon, Dec 6, 2010 at 5:40 AM**
To: jon.foreman@lacity.org

Dear Sir,

I am writing to support the Universal expansion plan set forth in the above mentioned Draft EIR. Coming from NY and San Francisco I can easily attest to the success of Transit Oriented Development. The offramp coming from the 101 while driving South is crucial and needs to be built.

If you really want to see development around the Universal Metro station why not upzone the area immediately adjacent that is currently single family homes. Next to the freeway I might add. Wouldn't those homeowners be happy for a large check from developers? Condo and apartment owners could then walk to the Metro.

Tim Hyde
3927 Goodland Ave
Studio City, CA 91604

Letter No. 209

Ms. Robyn Jackson
6250 Fulton Avenue, Apt. 205
Van Nuys, CA 91401

January 28, 2011

Mr. Jon Forman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

In reference to: File#ENV-2007-0254-EIR

Dear Mr. Forman,

I was pleased to see that the Draft Environmental impact Report proves that the plan includes great steps to mitigate as many of the project impacts as is possible. I think it is very telling that such a large project has so few long-term significant and unavoidable impacts.

The major investment which this project represents is really a testament to NBC Universal's commitment to Los Angeles and I hope that this project will move through the process quickly.

I commend the incredible work by the City of Los Angeles and NBC Universal.

Sincerely,

Robyn Jackson

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 210

Jon Foreman <jon.foreman@lacity.org>

Universal Draft EIR

Cjaneke@aol.com <Cjaneke@aol.com> **Wed, Nov 10, 2010 at 10:09 AM**
To: jon.foreman@lacity.org

I do not see an online EIR. Please explain.

Point #2 will the CITY of LA OR the developer OR its Partners OR agents be seeking a NEGATIVE DECLARATION?? This is really the heart of the matter.

Sincerely,

Charl E Janeke (PE)
3478 N Floyd Ter
LA/CA 90068

213-880-1454

Letter No. 211

Jon Foreman <jon.foreman@lacity.org>

Re: Universal Draft EIR

Cjaneke@aol.com <Cjaneke@aol.com> **Fri, Nov 19, 2010 at 2:54 PM**
To: jon.foreman@lacity.org

In a message dated 11/10/2010 1:39:54 P.M. Pacific Standard Time, jon.foreman@lacity.org writes:

> You are correct. What was just released was the Draft EIR (DEIR). We are currently in the review and comment period. The comment period is being extended until February 4, 2011. Notice will be sent shortly and our website updated. After the comment period, a Final EIR (FEIR) will be prepared with responses to comments that we receive.

Jon, I received the notice dated Nov/18 yesterday. With respect I do not understand the sentence "*With implementation of the proposed mitigation measures, no significant OR unavoidable project OR cumulative impacts other than those identified "above" are expected with regard to construction OR operation of the proposed Project*".

The rational conclusion is lip service as to a *SEVERE* air quality (MEANING DUST/NOISE), *SEVERE* transportation (MEANING CRANKING DUMPER TRUCKS), *SEVERE* neighborhood intrusion (MEANING CRANKING DUMPER TRUCKS EVERYWHERE) and *SEVERE* solid waste (MEANING THE EXPORT OF ZILLION OF TONS OF DIRT VIA CRANKING DUMPER TRUCKS EVERYWHERE) as a consequence of the proposed (maxed-out) Universal development that will not be mitigated in any way. The residents will obviously not buy this one if they are properly and truthfully informed. The City therefore has the burden to inform the residents truthfully as to what will really be going on, viz that ***severe*** noise/dust/trucks/congestion/ illness will make life a misery over an extended period of time without any meaningful consideration in return. The meaning of the "CITY" obviously is that of the Los Angeles City Planning Department as custodian of the "life/liberty/property" interests of the Knolls subdivision.

Please advice.

Sincerely, Charl E Janeke (PE)

2478 N/Floyd Terrace, LA/CA 90068

Letter No. 212

Jon Foreman <jon.foreman@lacity.org>

Fw: NBC/UNIVERSAL EVOLUTION PLAN

1 message

D Jewell <djjewell@ymail.com> **Fri, Jan 28, 2011 at 2:02 PM**
To: jon.foreman@lacity.org

In regard to the above subject, please be advised that the owners and family members residing at 4016 Riverton Avenue, Studio City, CA 91604 are not in favor of the Plan proposed due to the following reasons:

First and foremost is the severe traffic situation. My home was purchased for the tranquility and all around peacefulness of the Studio City Island Neighborhood. However, it is very difficult to get out of the neighborhood due to the very heavy traffic that is now prevalent since The City Lofts were built at Valleyheart and Lankershim. Since the building of the lofts has created a traffic situation that did not exist prior to being built, we know what big corporate buildings, housing and other plans will create due to multiple additional building in this area. It will be catastrophic to all residents of my neighborhood, as well as other neighborhoods.

Second is the noise factor that will be created by the thousands of people, cars and equipment required for building, and after. Building will take years.

Third, we are in a neighborhood with one way in, one way out. We have no alternate route to take.

Fourth, we live in Los Angeles, Los Angeles County, California. We do not want to be LA County only, we are residents of LA in LA County. We find the ploy of changing to LA County to be just that, a ploy to get what is wanted by all involved in the NBC/Universal Evolution Plan.

Fifth, we do not want more large buildings in our area causing wind shifts, blocking sun, as well as views we currently enjoy away from the current large buildings.

Please consider our request to squash the Plan that will create so much disruption in an already very busy section of Studio City.

Your time and consideration is greatly appreciated.

Best regards,

Renee Pezzotta

Alex Bram

Dorothy Jewell

Letter No. 213

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Regarding: File #ENV02007-0254-EIR

Dear Mr. Foreman:

We are so lucky to live in Southern California -- the entertainment capital of the world. However, to keep that title we must invest in updating the world's largest working studio. To keep production right here in our city and to remain competitive, NBC Universal must provide new sound stages and improve its existing facilities.

The NBC Universal Evolution Plan is a win-win situation both for the developer and the City. I'm urging you to move forward quickly in the approval process so that we can all begin to enjoy the benefits that this project will bring.

Thank you.

Sallie Johnson
4445 Cartwright Avenue, Unit 110
Toluca, Lake, CA 91602-2332

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Fourth District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 214

Jon Foreman <jon.foreman@lacity.org>

NBC Universal plan

Rory Johnston <rory7@sbcglobal.net> **Wed, Feb 2, 2011 at 11:33 PM**
To: jon.foreman@lacity.org

I am a homeowner and occupier at 3434 Troy Drive. I am very much opposed to the NBC Universal plan. The increased crowding, congestion and pressure on limited resources in this already busy part of town would cause serious deterioration to the quality of our lives.

Roderick Johnston

Letter No. 215

RECEIVED
JAN 19 2011
BY: M Salazar

Peter Juel
430 Alandele Avenue
Los Angeles, CA 90036

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

REF: #ENV-2007-0254-EIR

Dear Mr. Foreman,

I am very impressed with the Transportation impacts analysis in the Draft Environmental Impact Report on the NBC Universal Studios Master Plan. Obviously, 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 draft EIR shows 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,

Peter Juel

cc:
- Mayor Antonio Villaraigosa
- Hon. Zev Yaroslavsky, County Supervisor, Third District
- Hon. Tom LaBonge, City Councilmember, Fourth District
- Hon. Ed Reyes, City Councilmember, First District
- Mr. Michael LoGrande, Director of Planning, City of Los Angeles
- Mr. Richard Bruckner, Planning Director, Los Angeles County
- Mr. Darnell Tyler, NBC Universal

Letter No. 216

David S. Kaplan
6626 Franklin Avenue, #305
Hollywood, CA 90028

RECEIVED
JAN 18 2011
BY: Malazar

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

This correspondence is concerning the NBC Universal plan and the residential component described in the draft environmental impact report.

The addition of apartments and condos to the eastern portion of the studio's property makes sense. The housing will be located near public transit and will be compatible with the surrounding residential neighborhood. Project residents will be able to walk to nearby shops and restaurants located on the property and travel by public transportation to work, school and other locations. Los Angeles needs more and all types of housing for the city's growing population. The NBC Universal residential plan does that while placing as minimal an impact to the environment as possible.

Believe once you have reviewed all relevant documents and taken all considerations into account you will find the NBC Universal residential plan is a great opportunity and addition to Los Angeles. Your support of the project is greatly appreciated.

Thank you,

David S. Kaplan

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 217

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

David Karp <dave.karp@sbcglobal.net> **Fri, Feb 4, 2011 at 4:23 PM**
To: jon.foreman@lacity.org

Hello,

I am a long-time homeowner living in the area known as "the Island." I am writing regarding the NBC/Universal Evolution Plan.

I understand that the proposed development will have substantial impacts on the traffic in our area, and that Lankershim Boulevard will be one of, if not the most, impacted street. This is very concerning, since our only way to exit our neighborhood is onto Lankershim. In addition, it is clear that over time, there will be significant additional development in the area. Lankershim will be even more impacted. It is very important that this be considered when making decisions relating to this development. There are already times when there are activities at Universal, and when traffic is already otherwise heavy, when it is difficult to get onto Lankershim from our neighborhood. This could be regular occurrence in our neighborhood. This could have a very negative impact on public safety. What if an ambulance, fire truck, or police car needs to get into our neighborhood. Lankershim provides the only access. A traffic-snarled Lankershim could result in the death of an Island resident because an ambulance could get into the neighborhood, or the loss of one or more homes in the event of fire. Any development should be sized so that it does not unfairly and unduly the traffic infrastructure.

In addition, I understand that Universal would like to have a portion of its property moved from the jurisdiction of L.A. City to L.A. County. If only other, less powerful businesses could change their "location" like this so they can change the laws that apply to them, such as building requirements or limitations, business license taxes, etc. Their desire to do this would allow them to construct buildings taller than allowed under L.A. City rules. This is not right and should not be allowed. Additionally, there have been concerns about other proposed tall building construction in this area causing perpetual shading over the Island area, as well as create wind issues that would impact us too. Construction of taller buildings than allowed under L.A. City rules if the property is switched to L.A. County will exacerbate that problem.

I am not against development. I just want any development to be reasonable, and not unfairly burden existing residents and businesses in favor of one large and powerful entity. The proposed development should not be allowed to overburden the residents and the transportation infrastructure.

Thank you for your time.

Sincerely,

David C. Karp

4026 Cartwright Avenue
Studio City, CA 91604

Letter No. 218

January 26, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

It is encouraging to see that part of NBC Universal's development plan is paying fees to the Los Angeles Unified School District. These fees will help our cash strapped district. They will also make sure that the needs of the people who come into the area are not met at the expense of the people already here.

Thank you.

Sincerely,

Ranier Kenny
11255 Carrillo St., Apt. 108
W. Toluca Lake, CA 91602-3510

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 219

January 26, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: ENV-2007-0254-EIR

Dear Mr. Foreman,

Los Angeles is crowded, and we know it is going to continue to grow. So it's great to see examples of it growing in the right way. Universal Studios' plan to build new housing and commercial buildings on its property is that kind of good growth. The buildings are designed to be energy efficient, and even the appliances installed will be energy saving. Plumbing and landscaping will be designed to use less water. And the overall project makes heavy use of reclaimed water.

All of this is situated pretty much next to the subway, one of the least impactful ways possible to move people around our already crowded city. I think this project is a big step in the right direction.

Regards,

Ripsime Khatcherian

Ripsime Khatcherian
13608 Bassett St,
Van Nuys, CA 91405-4231

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 220

RECEIVED
JAN 21 2011
BY: M Salazar

Hilda Klutzke
7259 Franklin Ave, Unit 1109
Los Angeles, CA 90046

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

I am writing to express my support for the Universal Studios expansion project that is the subject of your extensive Draft Environmental Impact Report.

This project is good news for the City and County in that it lays out a way to keep our region the entertainment industry capital of the world. More importantly, it will create thousands of new jobs in the industry.

Now that the DEIR is completed, I hope that the construction will soon get underway. We need to create jobs and get people back to work. This will be a boon for economic development in the region.

Sincerely, Hilda Klutzke

Hilda Klutzke

Copies to:
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 221

January 30, 2011

Mr. Jon Foreman – Senior City Planner
Department of City Planning
Universal City Projects Unit
200 North Spring Street Room 273-A
Los Angeles, CA

Dear Mr. Foreman:

The Draft Environmental Impact Report for the NBC Universal Evolution Plan concedes that in spite of the mitigations proposed in the Plan, there will remain significant, "unmitigatable impacts" from such sources as traffic congestion, traffic intrusion into neighborhoods, noise, noxious emissions, the effect of signage on sightlines and construction related issues during the extended build out period. This reflects the reality that trying to add 36,000 daily car trips and shoehorn some 3,000 residential units and 2 million square feet of commercial, industrial and retail space into an already developed and gridlocked area is not feasible without causing significant environmental harm to that area. The difficulty of adequately mitigating the impact of the proposed development is compounded by the proximate build out and the cumulative effect of the Metro Universal Project.

Neither is it helpful that the Plan calls for the residential units to be built on the eastern verge of the NBC Universal property, some 2 miles from the Universal City metro station. Even with the proposed shuttle to the station, this lack of proximity is likely to discourage ridership and limit the aggregate benefit of increased public transportation usage touted by the Plan applicant.

As the Draft EIR has found that the impact of various aspects of the Plan are significant and unmitigatable, it is vital to seek out an alternative that is more amenable to remedy and that still retains a majority of the proposed social and economic benefits of the project. A reduced intensity alternative, specifically one that curtails the scope of the residential arm of the project would fit that bill. This alternative is an acknowledgment that the outsized scale of the proposed development is simply incompatible with the reality of it's location in the middle of an area of mature communities with existing environmental challenges. At the same time, the portion of the project given over to expanding the entertainment business and which is responsible for providing most of the projected employment gains related to the undertaking could be preserved with limited adverse effects on the surrounding communities. Such land that might go unused from a reduction in the scale of the residential development could be banked to provide for future expansion of entertainment facilities.

Sincerely,

Alan Koerner Margery Koerner

Alan & Margery Koerner

3420 La Falda Place
Los Angeles, CA 90068
E mail: amkoerner@sbcglobal.net

Letter No. 222

Ken Kwan
5951 Carlton Way
Los Angeles, CA 90028

December 6, 2010

Mr. John Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

My comments on the NBC Universal Draft EIR are pretty simple. This project will jumpstart the economy in the Valley, and probably in the whole region. And while it's creating jobs, and putting construction workers back on payrolls, it will also fix some of the oldest and thorniest traffic bottlenecks anywhere in the City. I live in the area, and I can tell you that there's been talk about 'fixing' Barham Boulevard, and the access to the Hollywood Freeway practically since it was built. Finally, there will be enough resources to actually do something.

You're going to hear a lot of complaining about how big the project is, how much traffic there will be, and all the usual bellyaching from people who never want any change no matter what. But I hope you ignore the few who oppose everything and focus on the many that will benefit from this very well thought out project.

Please let NBC Universal get going on this plan as soon as possible. The City needs the economic boost, and the example it will set for others considering an investment in Los Angeles.

Sincerely,

Ken Kwan

Ken Kwan

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 223

Lily Kwan
2201 Canyon Dr
Los Angeles, CA 90068

December 6, 2010

Mr. Jon Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: ENV-2007-0254-EIR

Dear Mr. Foreman:

I want to make some brief comments on the NBC Universal Plan. The Draft Environmental Impact Report is comprehensive, to say the least. However, there are some issues which seem to me to be more important than others. One of them is the economic investment which NBC Universal is willing to make, and which will create more than 40,000 badly needed jobs in the region.

Let's not forget that the Universal Studios Tour and City Walk are huge tourist attractions, and they will only get better with this new investment. Tourist dollars are a key element of our economy, and the City should do everything possible to encourage growth in that sector. Let NBC Universal create an even better destination for visitors, where they will stay long enough to make a substantial contribution to our economy.

Thank you for your consideration.

Sincerely,

Lily Kwan

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, Director of City Planning
Richard Bruckner, Director of County Planning
Darnell Tyler, NBC Universal

Letter No. 224

Jon Foreman <jon.foreman@lacity.org>

NBC Universal "Evolution Plan" Draft Environmental Impact Report (DEIR)

Nick Lamer <Nlamer@image-entertainment.com> **Fri, Feb 4, 2011 at 4:52 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

I'm writing in regards to the possible Universal City expansion plan. I live in the Hollywood Manor adjacent to Universal City and am against the expansion. I would like the following questions answered:

1. Will the expansion require any public funds or bonds?

2. If public funds or bond funds are needed who approves those?

3. If Universal City is expanded how will the entrance to the South 101 be expanded, so it can handle all the additional traffic? It is currently bottle necked when you are headed South on Cahuenga, as there is only one lane for entering.

4. Will traffic police be hired on days and nights when there are functions at the Hollywood Bowl to help with the traffic jams?

5. Will traffic police be hired to help with the morning and evening traffic to help with the congestion? If so, what hours will they be at the main intersections?

6. Previously when the city provided traffic police for the intersections they were there too early and not during the peak hours of 8am-10am and 6pm-8pm, so will you analyze what are the busiest hours?

7. Who will be paying for additional police needed for patrols?

8. Where will the funding for additional police come from? Who does the additional police funding need to be approved by?

9. Will there be a dog park on the new Universal City?

10. Will there be an additional library added to Universal City? The current North Hollywood library is at peak capacity at most hours, so a new one will be needed.

11. If there will be an additional library where will the funding come from?

12. Will there be a new U.S. Post Office added? If so, where will those funds come from and who approves?

13. Where will the wildlife that is currently on the back lot be relocated to?

14. Will there be an additional on-ramp added to the 101 South to help alleviate traffic jams?

15. Cahuenga Blvd and Barham Blvd are filled with pot holes, so will those streets be repaved?

16. Who will pay for repaving area streets?

Nick Lamer

3318 Troy Dr.

Los Angeles, CA 90068

#323-630-1113

****

NICK LAMER

IMAGE ENTERTAINMENT

Vice President, Marketing

20525 Nordhoff Street, Suite 200

Chatsworth, CA 91311

Tel: 818-534-9285

Fax: 818-678-5023

Letter No. 225

RECEIVED
JAN 25 2011
BY: Msalazar

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I like many things about the NBC Universal Evolution Plan, including the transportation infrastructure they promise to build. As someone who makes an effort to use public transit, and who has an interest in walkable, sustainable communities, the Universal Evolution Plan seems to me a great example of what cities must strive for in the future (what with rising fuel costs and traffic congestion).

Also, as an actor, how can I not be excited about the renewed investment in the entertainment industry? For the past few years, the city has seen entertainment jobs and production move out of state and it's time to bring them back and keep them here, where they belong. The new soundstages and post-production facilities will go a long way toward increasing film and television production (and the jobs that come with them), in Los Angeles, the entertainment capital of the world!

I urge you to please do your part in helping this project come to fruition.

Thank you for your time.

Kind regards,

Matthew Lange
10621 Valley Spring Lane Apt 207
Toluca Lake, CA 91602

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 226

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

It is encouraging to see a company like NBC Universal commit to such a large-scale green development. I am in favor of the studio's proposal and especially appreciate two specific components of the plan. First, I like the incorporation of special building features into the design that will make the project environmentally responsible and conserve energy and water.

Secondly, the inclusion of 35 acres of public open space will be a big asset to the community. We need more accessible and usable park space in the city. The plan will provide just that - landscaped areas and hiking paths and trails, which will be designed to buffer the existing residential neighborhood.

I look forward to this project moving ahead.

Regards,

James Leonhardt
10800 Peach Grove St Apt 4
North Hollywood, CA 91601-4676

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 227

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

hkcc4tree@aol.com <hkcc4tree@aol.com> **Tue, Feb 1, 2011 at 8:04 PM**
To: jon.foreman@lacity.org

I am writing to ask questions about the Universal Evolution Plan DEIR referenced above.

First - Why are the two Universal DEIR's separated? The Evolution Plan and The Metro Plan impact the same communities. Does this mean we will be living with 15 or 20 years of construction after each Plan gets reviewed and approved in some form?

Second - What type of infrastructure is being planned for this massive development? Will there be a supplemental water plant to mitigate any additional water pressure or water use coming from our already strained water delivery system in our communities?
Will there be a new electrical sub station to facilitate all the additional power use in the development?
Will there be funding in place to act on the $100 million plans for traffic mitigation? Will that even be enough?
Was the Hollywood & Highland complex' new construction for "Cirque de Soleil" considered for new, increased traffic or the ever expanding Hollywood Bowl season and their special events?
Will there be special roads built for the construction trucks to avoid going through the communities? LA DWP did this during their two 60 million gallon water tanks building process recently.

As a native Angeleno and lifelong resident, I am not opposed to intelligent urban development, This is not intelligent. This is greedy, arrogant and abusive. Is there any City or County planner who actually believes these two projects are appropriate for the area? Do they believe this will not strain or break our existing local infrastructure?

I look forward to an informative response,

Respectfully,

Tree Lockie
3311 Charleston Way
Hollywood 90068

.

2/A

Letter No. 228

Benjamin Lopez
647 Oakford Dr
Los Angeles, CA 90012

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference File #ENV-2007-0254-EIR

Mr. Foreman,

In this tough economy, I can't imagine there are very many projects like the NBC Universal Master Plan that come along-- one that promises thousands of jobs, reinvestment in the community, renewed commitment to the entertainment industry, and more housing.

I hope this opportunity to reap significant benefits for our community will not be lost.

I hope you and the others responsible for City Planning see the benefits of NBC Universal's Evolution Plan and quickly approve it.

Thanks for your time and consideration.

Sincerely,

Benjamin Lopez

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 229

Jon Foreman <jon.foreman@lacity.org>

The Island of Studio City and Evolution Plan

1 message

Beth Arnold <barnold99@sbcglobal.net> **Sat, Jan 29, 2011 at 7:50 AM**
To: jon.foreman@lacity.org
Cc: Connie Elliot <biffconnie@earthlink.net>

Dear Jon,

My husband and I have lived on the "Island" of Studio City for over 7 years and enjoy the peaceful, close-knit community very much. So, you can imagine our concerns regarding the proposed changes to S. Weddington Park and to the surrounding area that will undoubtedly impact our quality of life. We are not opposed to growth but we want our quality of live preserved. We request that there be no changes to our park and that there not be a bus-turnaround and loading docs facing Bluffside.

Regards,

Tony G & Mary E Lopez

Letter No. 230

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I like the NBC Universal Evolution Plan for two reasons: it will provide much needed jobs and revenues for the City of Los Angeles and the County, and it will add new housing near businesses and public transportation.

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

Thank you for your time.

Regards,

Jacqueline S. Loza
4955 Biloxi Ave
North Hollywood, CA 91601

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 231

Jon Foreman <jon.foreman@lacity.org>

Universal Evoulution Plan DEIR

Pamela Lundquist <pamelalundquist@sbcglobal.net> **Wed, Dec 22, 2010 at 2:49 PM**
To: Jon Foreman <jon.foreman@lacity.org>

Hi Jon,

It was a pleasure meeting you last week and thanks again for keeping me updated on the DEIR over the past several months. Thank you also for introducing me to Tom Smith. I talked to him briefly about the project and the historical value of the Blanchard estates and requested a visit to the property. He didn't give me a definitive answer but said he would need to discuss it with you first. So, I'm following up with you to find out when a visit might be possible. I would also like to order copies of the CD and wondered if they are available yet.

Our family was very excited and pleased that the DEIR provided so much detail, including photos, about the Blanchard property and Frederick's many contributions to Los Angeles. Fred's legacy is very important to us and we were relieved that it was acknowledged in the DEIR. In addition to providing a response to the DEIR at last week's meeting, we will also be submitting a written response by the February 4th deadline.

I look forward to hearing from you regarding a visit to the property and ordering copies of the CD.

Happy Holidays!

Pam

Pamela Lundquist
pamelalundquist@sbcglobal.net
818/880-1285

Letter No. 232

Jon Foreman <jon.foreman@lacity.org>

Re: NBC Universal Evolution Plan

Pamela Lundquist <pamelalundquist@sbcglobal.net> **Thu, Feb 3, 2011 at 4:05 AM**
To: Jon Foreman <jon.foreman@lacity.org>

Hi Jon,

After many months of corresponding via email it was nice to finally meet you in person at the Community Forum held in December. Again, I appreciate the regular updates you have provided and hope you don't mind if I continue to email you regarding the progress of the NBC Universal project. As previously mentioned I would like to purchase copies of the DEIR CD. Do you know if it's available yet?

I just faxed our response letter to your attention and have also mailed a hard copy. Just to make sure I've covered all bases, I've attached a copy to this email as well.

If you have any questions, please let me know.

Thanks.

Pam

Pamela Lundquist
pamelalundquist@sbcglobal.net
818/880-1285

--- On Wed, 12/22/10, Jon Foreman <jon.foreman@lacity.org> wrote:

> From: Jon Foreman <jon.foreman@lacity.org>
> Subject: Out of Office Re: Universal Evoulution Plan DEIR
> To: pamelalundquist@sbcglobal.net
> Date: Wednesday, December 22, 2010, 2:49 PM
> I will be out of the office through
> Tuesday, December 28, 2010. If
> your email is urgent and involves a case in Universal City
> contact
> Mariana Salazar at mariana.salazar@lacity.org
> or by calling
> 213-978-1882. If your email is urgent, and involves
> case scheduling
> contact Nancy Scrivner at "nancy.scrivner@lacity.org"
> or by calling
> 213-978-1218. Otherwise I will return your email upon
> my return.
>
> --
> Jon Foreman, Senior City Planner
> City of Los Angeles, Department of City Planning
> 200 N. Spring St., City Hall, Room 273
> Los Angeles, CA 90012
> Tel: 213-978-1888
> Fax: 213-978-6566
> jon.foreman@lacity.org

>

NBCUniversalDIERltr2:2:11.doc
58K

February 1, 2011

Mr. Jon Foreman - Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan
Case No. ENV-2007-0254-EIR
State Clearinghouse No. 2007071036

Dear Jon:

It was a pleasure meeting you at the Community Forum held on December 14, 2010 and I'd like to again thank you for responding to my many requests for information and providing updates regarding the NBC Universal Evolution Plans during the past year.

I'm providing my address below so it can be added to the notification list again. As previously mentioned, I didn't receive a copy of the DEIR notice in the mail so I'm concerned I may not receive future notices.

In follow up to the comments I made at the meeting, this letter represents the Blanchard family's more detailed response to the NBC Universal Evolution Plan draft EIR.

As you know, our interest and concerns are related to the SR-1 site located at the Southeastern corner of the project. We are specifically concerned about the following issues; 1) adequate preservation of the remaining elements on the SR-1 site and 2) preservation of the Historical and Cultural importance of SR-1 due to the prominence of our late relative, Frederick Woodward Blanchard and the significant role he played in the development of Los Angeles in the early 1900s.

We are very pleased with the considerable amount of work that has gone into the research of SR-1 and the recognition of its Historical and Cultural significance, and particularly the references in the DEIR that address the eligibility of SR-1 for listing in the CRHR under Criterion numbers 2, 3 and 4 as outlined below:

L-2 NBCU Evolution Plan Cultural Resources Report w Paleo, page 78

> "the features in Locus B at SR-1 are historical-period resources that retain a high degree of integrity. They can contribute significantly to our understanding of the earliest residential development in the Hollywood Hills and Cahuenga Pass area, a period of significance between 1915 and 1925. As such, SR-1 is eligible for listing in the CRHR under Criterion 4".

> "Additionally, the Blanchard-Hartwell estate is also eligible under Criterion 2, its association with the life of a person important in our past; in this case, Frederick W. Blanchard. Blanchard, who built the estate with his wife and sister, was clearly a person of local historical importance."
>
> "The "fantasy" landscape features may also be historically significant under Criterion 3, as they may embody the distinctive characteristics of a type, period, region, or method of construction, or represent the works of an important creative individual, or possess high artistic values

In addition to the research that has already been completed, we are requesting the following actions:

1. SITE VISIT(S) TO SR-1

As the surviving members of Frederick W. Blanchard's family, we are likely the only "witnesses" to the original condition of the Blanchard estate before the homes were demolished by MCA. Due to the historical significance of the SR-1 site and our unique knowledge and perspective regarding the site and its remains, we are requesting a visit to the property as soon as possible. We further request that the archeologists from Statistical Research, Inc. accompany us so we can provide additional information and insights with respect to the remains of the Blanchard estate.

During the preparation of the DEIR, we made several requests to visit the SR-1 site however; we were not permitted access at that time. If the purpose of the DEIR, as stated in the document (see paragraph below) is accurate, then a site visit request from witnesses who possess a unique and exclusive knowledge of the Blanchard estate should not only be granted without hesitation, it should be welcome as part of a transparent assessment process.

A. NBCU Evolution Plan Introduction, page 6

> "As described in Section 15121(a) and 15362 of the CEQA Guidelines,1 an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize any significant effects,

> and describe reasonable project alternatives. Therefore, the purpose of this Draft EIR is to focus the discussion on the proposed Project's potential environment effects which the Lead Agency has determined to be, or potentially may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce or avoid the Project's significant environmental impacts."

2. INADEQUATE PRESERVATION OPTIONS

We are very concerned about the Historical and Cultural elements from the Blanchard estate that remain on the SR-1 site. At this point, we are not convinced that all preservation options have been explored and considered. Furthermore, we disagree with the statement that "preservation in place" is not a viable option. Preservation efforts far more complicated than the remains on the SR-1 site have been successfully implemented at other project sites. Restoration of LA's City Hall after the Northridge earthquake is a prime example of extremely challenging, yet successful preservation of important Historical Resources.

We believe that creative solutions do exist and that many of the elements from the Blanchard Estate could be preserved in place. For example, some of the remaining rock formations or the "man-made cave" could potentially be restored and encased in a protected structure/building or incorporated into the landscape design of the project.

Another option - one that would be compatible with the recommendations made in the January 24, 2011 comment letter submitted to the City by the Santa Monica Mountains Conservancy - is to expand the open space area in District 2 and restrict the overly permissive uses. In their response to the DEIR, under the heading "Inadequate Preservation of Open Space on Site", the SMMC states:

> "In particular, Open Space District 2 would allow for signage, cell phone towers, maintenance sheds, public service facilities up to 20,000 square feet, utility infrastructure, and exotic plants. All of these uses detract from the character and benefit of the proposed open space".

An opportunity exists to work with SMMC to preserve the open space with limited uses and incorporate the remaining Historical Resources within the SR-1 site. This option potentially offers a creative approach to open space conservation while also preserving significant Historical Resources.

3. SR-1 MITIGATION/SITE MONITORING

If in a worst-case scenario, some of the remaining elements cannot be preserved in place, we urge the City to require the highest standards of preservation including the HABS, HAER, HALS and CFGIS Heritage Documentation Programs. Additionally, we are requesting participation and consultation with the archeologists throughout the mitigation and monitoring process.

As previously mentioned, the Blanchard-Hartwell estate is eligible for listing in the CRHR under Criterion 2 because of its association with the life of a person important in our past; in this case, Frederick W. Blanchard. To further illustrate Mr. Blanchard's place in our local history, I am providing a partial list of his many contributions to the City and County of Los Angeles (attached as "Exhibit A"); and the text from his graveside Eulogy below:

Frederick W. Blanchard Eulogy - October 3, 1928

> "Today at the Hollywood Memorial Park, honors will be paid to one of the most gifted and best loved of Los Angeles citizens, Frederick Wooodward Blanchard. The beautiful plot of consecrated ground, hallowed to the memory of so many of those most intimately connected with the progress of the Southwest, has been the scene of many sad and impressive ceremonies, but few of these have been so fraught with feeling as to touch the hearts of so great a multitude of admirers.
>
> The monument to this unselfish worker for higher civic ideals will not be confined to the burial ground where other Los Angeles pioneers sleep the sleep eternal. Nor will the flowers laid above a cypress-covered grave be the last tribute his memory will receive. Flowers that never perish are growing in the homes and institutions of the city he served for forty-two years devoted to its artistic betterment, and these are as immortal as the spirit that sowed the seed.
>
> Names pass away in the rush of the years hurrying along newer areas under the direction of younger hands and brains. Obelisks and gravestones tell little to a coming generation of the one that these loving devices would save from oblivion. It will not be long before those gathered here today, will like the leader they mourn, solve the last long problem of human destiny.
>
> But the efforts of such lovers of their race and city as the man who was but yesterday a leading force in our civic and artistic life are beyond the touch of death or the taint of mortality. The work of Fred W. Blanchard will live as long as the Civic center he took so large a part in planning. Not in the

> Hollywood Cemetery, but in America's noblest City Hall he has reared his most lasting monument. When the Hollywood Bowl vibrates with its starlight symphonies, his spirit is there. Whenever the Municipal Art Commission devises new means for beautifying our city, a seed he planted flowers again.
>
> Though his name, save in the hearts of the survivors who knew him and valued him through personal contact, may in time be only a name to the curious seeking memorials of the past in a city's valhalla, from Windsor Square to Dana Point, from Hollywoodland to Arrowhead, all through the Southwest beauty spots he devised and music and art into which he breathed the breath of life will testify to his unselfish citizenship and be an everlasting tribute to his uplifting labors. Names, indeed may disappear in the swift changes of an age on wings, but the work of such men as him to whom today a city pays the last earthly honors, are flowers of immortality."

In summary, we are respectfully asking for cooperation from the Applicant and the City of Los Angeles regarding our requests as outlined in this letter. The SR-1 site is a very significant part of the legacy Mr. Blanchard left to Los Angeles and it should be protected to the greatest extent possible.

If you have any questions or would like additional information from us, please let me know. We look forward to your response and cooperation.

Sincerely,

Pamela Lundquist
O/B/O the Frederick W. Blanchard Family
26611 Mont Calabasas Drive
Calabasas, CA 91302
pamelalundquist@sbcglobal.net
818/880-1285

'EXHIBIT A'

FREDERICK WOODWARD BLANCHARD
ACHIEVEMENTS—ACTIVITIES—MEMBERSHIPS

Cultural Activities

- Planned and managed the Blanchard Music and Art Building, also known as Blanchard Hall. The building contained offices and studios for musicians and artists and it housed the first art gallery in Los Angeles. It was the first building west of Chicago devoted exclusively to music and art.

- Helped found and financially support the Hollywood Bowl. Served as the first president of the Hollywood Bowl Association and was Instrumental in gaining financial backing for the project.

- Founded and directed the famous Brahms Quintet.

- Served as president of the American Opera Association.
- Brought innumerable international musical celebrities to Los Angeles.

- Served as president of the Los Angeles Symphony Orchestra.

- Served as president of the Hollywood Art Association.

- Served as president of the Gamut Club and assisted with its reorganization.

- Composed "Cosita," a three-act opera performed by the San Francisco Opera Company in 1898.

- Composed a fiesta march titled "Our Italy."

Civic Activities

- Served as president of the Broadway Improvement Association. In this capacity, initiated the movement that resulted in giving Los Angeles the first cluster street lights—a system widely adopted around the country.

- Served as president of the Central Development Association. In this capacity, advanced many applications that compelled the railroads to build Union Plaza Station.

- Served as chairman of the Union Plaza Station Commission.

- Served as county chairman and vice president of the first Good Roads Commission in Los Angeles. Initiated legislation that resulted in the development of California's magnificent highway system—one of the first comprehensive systems of paved highways.

- Founded and organized the Municipal Art Commission, 1906 and served as its first secretary. After charter was granted in 1911, served for eleven years as president.

- Secured paintings for the new Los Angeles City Hall and helped in the selection of the inscriptions and bronze doors for the building.

- Served as member of the City Planning Commission.

- Served as chairman of the budget committee and member of the executive committee of the first Community Chest.

- Served as head of the Police and Fireman's Relief Fund.

- Served as chairman of the reception committee for the visit of the King of Belgium. Appointed by King Albert as Officer of the Order of Leopold II, October, 1919.

- Served as member of the Hollywood Chamber of Commerce.

- Served as member of the Los Angeles Chamber of Commerce.
- Served as director/member of the Ventura Boulevard Chamber of Commerce.
- Served as member of the Hollywood Foothill Association.
- Served as head of the architectural Board for Windsor Square.
- Participated in the Arrowhead, Dana Point and Hollywoodland developments.
- Served as Treasurer of the Businessmen's Cooperative Association.

Memberships

- Member of the Newport, California, and Catalina Yacht Clubs.
- Member of the City Club.
- Member of the Los Angeles Athletic Club.
- Member of the California Club.
- Charter member of the Los Angeles County Club.

Betania L. Luques
5635 Auckland Ave # 1
North Hollywood, CA 91601

Letter No. 233

RECEIVED
JAN 25 2011
BY: Mpalazar

Planning Dept.
Attn: Jon Foreman
City of Los Angeles
200 North Spring Street,
Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I am impressed that the NBC Universal environmental impact report contains an extensive analysis of the traffic issues, and more importantly, proposes the means to mitigate them.

The new neighborhood that is part of the Universal plan is connected to transit in a way that is needed in Los Angeles, putting jobs, housing and offices in close proximity. We cannot keep spreading out and building further and further out. The Universal plan is exactly what we need: increasing density where there is access to transit.

This emphasis on making use of mass transit, and providing shuttles and buses to integrate with existing transit options, has the potential to change the way that residents live and commute in Los Angeles.

We need to welcome this project to our community.

Respectfully,

Betania Luques

Betania L. Luques

cc: Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Los Angeles Mayor Antonio Villaraigosa
LA County Supervisor Zev Yaroslavsky
City Councilmen Tom LaBonge and Ed Reyes
Darnell Tyler, NBC Universal

Letter No. 234

January 21, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File ENV-2007-0254-EIR

Dear Mr. Foreman,

With the down economy, it's nice to see that Universal Studios is pushing to create jobs. The City's report on the studio plan states 43,000 jobs will be created as result of the project, including construction and permanent full and part-time work. That's amazing. With so many people out of work and losing their benefits, I'm persuaded that the economic benefits of this plan far outweigh any negatives.

I appreciate Universal's investment in Los Angeles. Please let's not waste this opportunity.

Sincerely,

Raquel Macias

Raquel Macias
10947 Otsego Street
North Hollywood, CA 91601-3935

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 235

Dan Malin
13512 Moorpark Street, Apt. 108
Sherman Oaks, CA 91423-3682

January 12, 2011

Jon Foreman, Senior City Planner
Los Angeles City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subj: ENV-2007-0254

Dear Mr. Foreman:

I don't usually pay attention to what's going on at City Hall, but I am making an exception on behalf of the NBC Universal Master Plan.

I am impressed with the project and its many benefits, and I am also impressed with the efforts which NBC Universal has made to communicate with neighbors and listen to our concerns.

It's easy to support thousands of new jobs if you don't live next door to them. But, in this case, even next door neighbors believe that there will be benefits for everyone when this project is built. I am certain that the traffic improvements we desperately need will finally help with local congestion. And, Universal's willingness to control noise from existing and future operations will also help us.

So I hope you will help too, by approving the project so it can finally go forward.

Yours truly,

Dan Malin

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilmember Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 236

RECEIVED
CITY OF LOS ANGELES
JAN 21 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU
M Salazar

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File ENV-2007-0254-EIR

Dear Mr. Foreman:

The Environmental EIR report that was prepared for NBC's Evolution plan shows that Universal is making a major investment in the entertainment industry in Los Angeles. I'm sure it makes business sense for them or they wouldn't be doing it, but it seems to be a good thing for LA in general. At a time when more and more production jobs are leaving the state due to the incentives provided elsewhere, it's time we do something to incentivize producers to stay right here in LA. And what better incentive than new soundstages and post-production facilities right in the middle of an existing entertainment district?

I appreciate the consideration for neighbors that went into this plan. The EIR report indicated that Universal will be respectful with regard to new signage. We all know that studios need to advertise their upcoming films and I was pleased to see that neighbors were taken into consideration in the report.

Universal is one of the largest working studio in the world. These are great high-paying jobs for the region. This is a key industry and I cannot imagine that anyone would not support this project.

Sincerely,

Richard Mandler

Richard Mandler
10657 Bloomfield Street
Toluca Lake, CA 91602-2792

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 237

Jon Foreman <jon.foreman@lacity.org>

NBC Evolution plan DEIR

Marianne Manes <marhoegl@yahoo.com> **Wed, Feb 2, 2011 at 12:38 PM**
To: jon.foreman@lacity.org

Dear Mr Foreman,

As a Hollywood Knolls resident I am greatly concerned about the NBC Evolution plan.
- Traffic is already horrendous especially between Warner Brothers and the 101 on Barham. And as a consequence the air is terrible. What do you intend to do to mitigate air deterioration? The planned traffic mitigation will maybe correct the current volume but certainly traffic will be a lot worse than now which is unacceptable.
-I believe we need to expand rather and make smaller the production zone. This is Hollywood where movies are supposed to be made. It's not only this city heritage, it's jobs. Where will these jobs be lost to?
-The insane increase of inhabitants will increase noise which is tremendous from Barham already, and light pollution which in turn together with the noise will disturb Griffith Park's wild life. How will you mitigate noise and light pollution?
-The residential development is far from public transport making it unlikely for the residents to use MTA. Why don't you move the residential development close to the MTA?
-Already City Walk brings in a lot of people with criminal intentions and an increase in it's size will not only bring in even more people, hence cars, pollution and noise, but also crime. Will our property value decrease? How will you keep our neighborhood safe at the current level?

This project of this size is untenable and unacceptable for our area and will deteriorate the quality of life in our old and beautiful neighborhood substantially. It must be radically reduced in size and reconfigured into a smarter way that promotes film/TV production on the lot. Some residential development (within reason!) by MTA on Lankershim. We need to preserve the quality of life in our city

Questions in a list:
What do you intend to do to mitigate air deterioration?
Where will these jobs be lost to?
How will you mitigate noise and light pollution?
Why don't you move the residential development close to the MTA?
Will our property value decrease?
How will you keep our neighborhood safe at the current level?

Thank you for answering my questions and taking to heart and mind my points of opposition to the project.

With kind regards,

Marianne Hoegl Manes
310 993 9950
marhoegl@yahoo.com

Letter No. 238

Jon Foreman <jon.foreman@lacity.org>

DEIR comment

Emily Martin <emsterem@gmail.com>
To: jon.foreman@lacity.org

Thu, Feb 3, 2011 at 7:54 PM

February 3, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

RE:
NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

I am writing to comment on the Draft EIR for the development proposed by Universal. I am very strongly opposed to this development because of my concerns regarding traffic and degradation of our neighborhood, where I have lived with my family for 17 years.

TRAFFIC

The Draft EIR shows a projected additional 36,000+ vehicle trips daily in are surrounding Universal, and 28,000+ after TDM trip reductions. In spite of remediation efforts outlined in the plan, I know the additional traffic will have a*devastating* effect on Barham Blvd. traffic. How do I know? Because it is already awful. Not only is Barham the primary access to get into Lake Hollywood-Hollywood Knolls and the only access for Hollywood Manor, but it is one of the major thoroughfares for traffic from the LA Basin to Burbank and to Glendale and Pasadena via Forest Lawn and the 134 East. It is one of the primary ways for employees to commute to Warner Brothers and Disney. I invite you to stop by one workday at 6 pm and watch the traffic streaming out of the studios and up Barham at a snail's pace.

On a good day, traffic on Barham during rush hour moves at a crawl. If anything goes wrong at either end of the Barham corridor, the cascade effect is horrendous and traffic stops. I recently waited in a long, snaking line of traffic on Barham for 25 minutes to turn right onto Forest Lawn (a trip that normally takes 2-3 minutes), all because a city construction contractor had closed 1 lane at the intersection of Forest Lawn and Barham do do some work - and this was in the middle of the day, not during rush hour.

If the traffic is often unmanageable now and already has a seriously negative impact on people who live in the neighborhood and commute to the studios,**could you please explain how adding 28,000-36,000+ vechicle trips in the vicinity won't make things much, much worse?**

POLLUTION

An additional concern I have is the amount of pollution the additional traffic and the construction will add to our neighborhood. I have 3 children in my house, located in Lake Hollywood, right off of Barham Blvd. Already, studies show that lung capacity of children living in Los Angeles is very negatively effected by pollution in our city:

http://www.nih.gov/news/pr/sep2004/niehs-08a.htm

Children who live in polluted communities are five times more likely to have clinically low lung function — less than 80 percent of the lung function expected for their age. New data from the Children's Health Study suggests that pollutants from vehicle emissions and fossil fuels hinder lung development and limit breathing capacity for a lifetime...Each year, pulmonary function data were collected from 1,759 children as they progressed from 4th grade to 12th grade. The researchers also tracked levels of air pollutants like nitrogen dioxide, acid vapor, elemental carbon, and particulate matter in the 12 Southern California communities where the children lived. The study encompassed some of the most polluted areas in the greater Los Angeles basin, as well as several less-polluted communities outside the Los Angeles area...The study was funded by the National Institute of Environmental Health Sciences (NIEHS), one of the National Institutes of Health, the California Air Resources Board and the Hastings Foundation.

Could you please address how additional pollution levels from vehicle emissions resulting from this project will not have adverse health effects on my family?

MTA ACCESS, UNIVERSAL RED LINE STOP

The Draft EIR shows the majority of the housing for this development along the Barham corridor. The MTA subway stop is on Lankershim, over 2 miles away by road. It is clear

that the placement of the almost 3,000 additional housing units and thousands of square-feet of mixed-use office space are not situated to make easy use of the Red Line Station.

Could you please address how residents and employees are expected to access the Red Line Station? Are they expected to walk? Drive? How realistic is it to expect residents to take shuttles? If the city believes it is realistic, what data is that assessment based on?

Finally, why would the city consider allowing a huge development so far from a major public transportation stop in the first place?

I look forward to your response on these very serious issues. I understand Universal's desire to do some development of their property, but this plan is out of control. I love my neighborhood and don't want to see it ruined by an overreaching and poorly planned development.

Sincerely,

Emily Martin
3541 N. Knoll Drive
Los Angeles, CA 90068
323-876-0705

cc. Tom LaBonge

Letter No. 239

Jon Foreman <jon.foreman@lacity.org>

Questions Regarding the NBC-Universal DEIR, ENV-2007-0254-EIR

William Martin <thewilliammartin@aol.com> **Thu, Feb 3, 2011 at 6:35 PM**
To: jon.foreman@lacity.org
Cc: councilmember.labonge@lacity.org

To:
Jon Foreman
Senior City Planner/Project Coordinator
Universal City Projects Unit
200 N. Spring St., Room 601
Los Angeles, CA 90012

Regarding:
NBC-Universal DEIR
ENV-2007-0254-EIR

Dear Mr. Foreman,

I am very concerned about the impact that the NBC Universal Plan will have on our community. I would like to make sure that our city officials fully understand how detrimental this plan will be to the quality of life of those who live nearby and those who have to drive through the badly congested Cahuenga Pass. I would appreciate it if you would require NBC Universal to answer my questions before any development is approved.

1) The draft EIR acknowledges that the development will add 38,000 car trips to Barham Blvd. every day. Barham Blvd. is already a congested nightmare, with horrendous traffic delays. I would encourage all the parties involved to attempt to drive on Barham during either the morning or evening rush hours. The additional traffic will make an already terrible situation unbearable. Those of us who live in the Hollywood Knolls have no other way out of our neighborhood, and dangerous cut-through drivers will become an even bigger problem than they already are. When traffic is backed up, as it is almost every day, the residents of the Knolls are unable to even get into the clogged intersection of Barham and Lake Hollywood Drive. The traffic that backs up onto Forest Lawn as people try to wedge into the traffic going south on Barham leads people to attempt dangerous driving maneuvers and I have witnessed numerous road rage incidents at this intersection. On Barham, the traffic snarls all the way past Warner Bros', literally, every afternoon. NBC Universal want to add 38,000 car trips to this nightmare. The draft EIR offers fixes that will do virtually nothing to help. How does NBC Universal plan to mitigate this impending disaster?

2) The street improvements proposed by NBC Universal are negligible. They propose an entrance to their massive development at Forest Lawn and Barham -- already a traffic choke-point -- and an entrance on Buddy Holly Drive, which is a one-way street. Unless NBC Universal is willing to improve freeway access and do major improvements to the intersection of Barham and the 101, the effect will be to dump a ton of new traffic onto Cahuenga and Barham. How does the City of L.A. intend to handle the necessary infrastructure improvements to avoid making traffic in the Cahuenga pass much, much worse?

3) With runaway production already hurting L.A.'s entertainment industry, why sacrifice more

production jobs by turning the Universal Backlot into a residential development?

4) Why does the plan ignore the prevailing wisdom among urban planners that new city residential projects be built with easy access to mass transit? The Red Line station is over two miles away from residences, and I don't see how we can realistically expect it to be a significant traffic mitigator.

5) The construction of this development will be massive and take years. Our neighborhood is already choked with vehicle exhaust. How does NBC Universal plan to stage project of this scale without a huge increase in noise and pollution in a residential neighborhood?

6) Is NBC Universal going to offset the new strains on the neighborhood's resources and utilities? Schools, water, emergency services, sewer, etc.?

We understand that NBC Universal has the right as a property owner to make use of its land. However, there's no escaping the fact that this is a residential neighborhood that has already suffered hugely because of the increased traffic and density of modern Los Angeles. We ask your department to please require that this massive corporation offset their plans with real improvements to the surrounding streets and infrastructure, and ensure that the scale of the development won't result in significant damage to residents' quality of life.

Thank you,

William M. Martin
3541 N. Knoll Dr.
Los Angles, CA 90068

Letter No. 240

John H. Mattingly
11565 Dilling St.
Studio City, CA Studio City

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Attention: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I am writing to express my support for the NBC-Universal Studios expansion plan. This plan will be a boon to our local economy with the creation of an estimated 43,000 jobs. At the same time the planned new soundstages and post-production facilities will help maintain our region's position as the premiere entertainment production capital of the world.

New development and job creation are needed to pull us out of the recession. I encourage you to approve this project.

Sincerely,

John H. Mattingly

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom La Bonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 241

SCNC Board

Jeffrey Carter
Ben Di Benedetto
Josh Geifat
Victor Helo
Wayne Kartin
Remy Kessler
Ben Neumann
Richard Niederberg
Todd Royal
Lisa Sarkin
Lana Shackelford
Gail Steinberg
Ron Taylor
Rita C. Villa
John T. Walker

STUDIO CITY NEIGHBORHOOD COUNCIL

CBS Studio Center
4024 Radford, Studio City CA, 91604

President
John T. Walker
Vice President
Todd Royal
Treasurer
Remy Kessler
Secretary
Rita C. Villa
Corresponding Secretary
Lana Shackelford

4024 Radford Ave.
Edit. Bldg. 2, Suite 6
Studio City, CA 91604
tel. (818) 655-5400
www.scnc.info

STAKEHOLDER COMMENTS & QUESTIONS

NBC UNIVERSAL EVOLUTION PLAN

Name:John and Linda Mattingly

Address:11565 Dilling St Studio City 91604 Yes May we use it?

Email Address:lcmattingly@earthlink.net

The comments and questions will be submitted to the City Planning Department and be included in the SCNC response to the Draft Environmental Impact Report:

We are fully supportive of the Universal development.
Thank you.

Letter No. 242

Betty Matzinger
11560 Moorpark St Apt 104
Studio City, CA 91602-1958

January 24, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I am writing to express my comments about the development planned at Universal Studios.

This is one of the biggest, single developments in the history of Los Angeles and the very green nature of the project makes it one of the City's greenest projects ever.

What's great is that it is like a giant demonstration project for a ground-up green community. The housing and commercial elements will have high-efficiency toilets, low-flow faucets and water-conserving appliances. In addition to these features, NBC Universal will expand its already considerable use of recycled water. I was also glad to see in the draft EIR that the project will use reclaimed water for irrigation uses.

If for no other reason than the environmental responsibility of this project, I would support it.

Sincerely,

Betty Matzinger

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 243

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR

1 message

LMcBluebird <lmcbluebird@aol.com> **Thu, Jan 27, 2011 at 4:59 PM**
To: jon.foreman@lacity.org

Mr. Foreman,
Our household is vehemently against the Evolution plan due to traffic, noise, and pollution. It's irresponsible for our community to allow any further expansion of this corporation in our small neighborhood. We are on Valley Spring Lane.
Laura McCorkindale

Letter No. 244

Michele McRae

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

REF: #ENV-2007-0254-EIR

Dear Mr. Foreman,

I am very impressed with the Transportation impacts analysis in the environmental impact report on the NBC Universal Studios. Obviously, 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 draft EIR shows 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,

Michele McRae
4424 Tujunga Ave # 5
North Hollywood, CA 91602

cc:

Mayor Antonio Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 245

RECEIVED
JAN 27 2011
BY J Salazar

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Attention: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

Did I hear correctly that the NBC Universal Evolution Plan is expected to create 43,000 jobs? And that new soundstages and post-production facilities will be constructed? If so, these would represent a major coup for the City of Los Angeles.

New development and job creation are desperately needed to pull us out of the recession and help the local economy. Please make sure the NBC Universal project doesn't slip out of our hands -- take action to approve this project now.

Sincerely,

Victor Mendez
3384 1/2 Barham Blvd
Los Angeles, CA 90068

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

01/26/2011 00:17 3234638812 OMEGA CINEMA PROPS PAGE 01

Letter No. 246

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR paul merritt

Merritt Paul <merrittmaster@yahoo.com> **Wed, Feb 2, 2011 at 9:18 AM**
To: jon.foreman@lacity.org

greetings,

in REVIEW OF THE NBC" EIR...
THE TRAFFIC CIRCULATION ELEMENT IS NOT COMPATIBLE WITH ADJACENT

NEIGHBORHOODS.

The, impact has not been mitigated to control excess over flow of traffic on BARHAM,
ALTERNATIVES such as direct 101 n. entry have not been put upon the developer.

the LA RIVER route has not been explored as an 'exit"to the project...to solve mitigation need s of the PROJECT.

second, setback landscaping is not put far enough from the existing area neighbors.

third, bicycle ACCESS routes are not sufficient with the COUNCILS mandate on bike trials and availability
linkage to outside area ground routes...

what public park is inside the PROJECT.

THANKS for taking this timely filed REPLY....

PLEASE COPY the legal response to our BOX 9145 LAGUNA,CAL 92652

PAUL M.C.

paul merritt c

Letter No. 247

Ryan Milanio
7351 Woodman Avenue # 12
Van Nuys, CA 91405-2714

January 14, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

After looking at the City's environmental impact report, the Universal Plan seems to be the right project at the right time. Given the current economic climate and widespread government budget cuts, this opportunity to build a major project in the City and County of Los Angeles shouldn't be squandered. The city needs more housing, more jobs, and more production facilities, near public transit.

People can see cities change over 10, 20 and even 30 years. Los Angeles is a little packed and I want to see the Evolution Project grow and change the landscape. I believe in this investment for the future of our city and its residents.

Yours Truly,

Ryan Milanio

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 248

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR; SCH NO: 2007Jon Foremena071036; City Of Los Angeles File No.: ENV-2007-0254-EIR; County of Los Angeles File No.: RENV 200700014

1 message

Donald Miller <drmdcb@roadrunner.com> **Mon, Jan 31, 2011 at 3:27 PM**
To: jon.foreman@lacity.org
Cc: Janice <jse06@sbcglobal.net>, berges@mindspring.com

Jon Foreman, Senior City Planner/Project Coordinator

Department of City Planning

Universal City Projects Unit

200 North Spring Street, Room 273-A

Los Angeles, CA 90012

Dear Mr. Foreman:

We have had the great joy of living in Toluca Lake for almost 11 years, years that have provided us a respite from long commutes and demanding jobs in the busy city of Los Angeles. It is a real neighborhood with an extremely strong sense of community – a place where you can safely walk, meet and greet your neighbors, exercise your canine friends, or ride your bike anytime of the day. And now Universal has a grand scheme to drastically change all that. It has been bothersome enough to have to monitor the noise level [illegible] emanates from Universal City Walk. Now they wish to lay a permanent blight upon one of the mo[illegible] neighborhoods in the city. Where does the madness of "engulf and devour" stop? Why aft[illegible] does Universal have this pressing need to encroach on our neighborhood? I realize [illegible] sees a moral compass as a luxury they can't afford, but really, do they expect this vision at the expense of the quality of our lives? Their rosy picture of the outcome mind a Yiddish expression, "Don't pee up my back and tell me it's rain." Please do[illegible] back and the back of your department.

Sincerely,

Donald R. Miller

David C. Bright, OD

10453 Woodbridge Street

Toluca Lake CA 91602

Letter No. 249

Jon Foreman <jon.foreman@lacity.org>

NBC Universal "Evolution Plan" Draft Environmental Impact Report

Aminasian@aol.com <Aminasian@aol.com> **Wed, Feb 2, 2011 at 11:50 AM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

As a Los Angeles city resident, I want to communicate my concerns with the existing NBC Universal Evolution Plan. The plan calls for 3,000 new homes and that will add even more congestion to an area that is already severally congested during rush hour. The plan's approach to addressing the traffic problem is completely insufficient. I urge you to work with councilmember Tom LaBonge who has provided a reasonable approach to this development where both the Los Angeles community and NBC Universal will be well served.

Ari Minasian
3177 Lake Hollywood Drive
Los Angeles, CA 90068

Letter No. 250

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

Chris Monte <chris@magichairstudios.com> **Tue, Feb 1, 2011 at 9:53 PM**
To: jon.foreman@lacity.org

To whom it may concern:

Is Barham Blvd not gridlocked enough? "Significant and unavoidable impacts to ... air quality ... noise ... transportation ... solid waste." Do you live here? Would you want this to happen to your neighborhood?

What traffic mitigations are planned? How will you avoid the jammed cars at the Barham bridge over the 101?

How will the traffic spill out onto Barham Blvd.

How will the traffic spill out onto Lankershim and Cahuenga Blvds?

What precautions will be taken for the decrease in the air quality for the complete duration of the construction?

How will you protect the wildlife that will be displaced with the new construction?

I own commercial and residential property on Barham Blvd and in the Hollywood Manor. I get complaints from my customers every day. What kind of compensation will be offered to the business owners that will lose revenue because of the perpetual gridlock?

Chris Monte
Producer / editor / owner

3365 Barham Blvd.
Los Angeles, CA 90068
(t):323.851.2404
(f):323.851.2402
(c):213.712.1085
(e): Chris@MagicHairStudios.com
http://magichairstudios.com/

MAGIC HAIR STUDIOS

pastedGraphic.tiff
80K

Letter No. 251

Jon Foreman <jon.foreman@lacity.org>

NBC/Universal's Evolution Plan

1 message

p.m.iii@sbcglobal.net <p.m.iii@sbcglobal.net> **Fri, Jan 28, 2011 at 1:48 PM**
To: jon.foreman@lacity.org
Cc: Connie & Biff Elliot <biffconnie@earthlink.net>

Hi Jon. We hear from Connie Elliot that your plan is moving forward, with an eye to traffic problems. Please be sure that the plan is sufficient to mitigate the new traffic. Remember that Barham and Cahuenga/Lankershim are the only North-South routes for all that traffic between Hollywood and the East Valley. Barham is gridlocked every evening. Lankershim/Cahuenga is already grid-locked at rush hour. More so on weekend nights with events at the Amphitheater and City Walk. Remember that there already is a severe pedestrian hazard where they cross from the subway station, and the promised underground walkway has been omitted. These people who are planning this development are liars and care only for the bottom line. Their new owners are in Philadelphia, very far away. They will screw the city and county if they can, as well as their neighbors. Time is money and huge traffic tie ups cost us dearly. It has taken as much as forty minutes to get from the freeway off ramp to the Island neighborhood. If this development is not done properly, there will be enormous problems for everyone. As a City employee and presumably a good civil servant, you must be mindful of the citizens needs as much as thinking about the tax revenue from this development.
Thank you,
Paul Moser
Island Resident

Letter No. 252

Jon Foreman <jon.foreman@lacity.org>

Draft EIR

1 message

p.m.iii@sbcglobal.net <p.m.iii@sbcglobal.net> **Tue, Jan 18, 2011 at 9:59 PM**
To: jon.foreman@lacity.org

Dear Jon,
As a neighbor of Universal, a long time resident, and someone who has taken an interest in the development here since the beginning of the subway station, I feel it's most important to point out that if Universal plans to create a Disney Resort type and size development, they must take responsibility for the order of magnitude increase in traffic that will result. Before the Universal development is begun, take a look at Disneyland and the surrounding resort. We're going to need a ten lane Cahuenga Blvd., a ten lane Lankershim Blvd., and a ten lane Barham Blvd. We're going to need ten lanes over the freeway at Barham, and ten lanes under the freeway at Lankershim. If Universal and the City of Los Angeles are not prepared to build out the infrastructure like that, then there can be no Universal expansion as planned. Do it right, or leave it alone. If you botch it, you will own it. Universal has reneged on the under-Lankershim walkway , and in doing so has created a hazard at Universal place. They have already shown their true colors. The developer shows every indication that it intends to build, sell and walk away. We'll still be here, and if it's not done right, Universal and the City will bear the brunt of the wrath of the neighborhood. There's money here and passionate activism. Don't underestimate us. If you ruin Toluca Lake, Lake Hollywood, and The Island, you will regret it.
Sincerely,
Paul Moser III

DEAR Jon Foreman 7-11

Letter No. 253

File # env 2007 0254 EIR

I am opposed to your ~~[illegible]~~ hole
NBC universal project!

Toluca Lake is already too
Congested

MRS. Muellner

also the noise level is
already beyond acceptable

Letter No. 254

HERBERT MUREZ, ATTORNEY AT LAW

3255 Tareco Drive
Los Angeles, California 90068-1525
Telephone: (323) 851-5804
Facsimile: (323) 851-1879
E-mail: fredaherb@aol.com

RECEIVED
JAN 27 2011
BY: Msabzay

January 25, 2011

Mr. Jon Foreman, Sr. City Planner
Department of City Planning
Universal City Project Unit
200 North Spring Street, Room 273-A
Los Angeles, California 90012

Re: Universal City EIR

Dear Mr. Foreman:

I write this letter to express my concern, indeed dismay, over the Universal City EIR. Unfortunately I was unable to attend the public meeting, due to a very serious health problem of my wife. I will not comment on every point I could make; it would extend this letter unduly. I will limit myself to the points on which I would have touched, had I been able to speak for the short time allotted to each citizen.

The conclusion that the impact of the proposed development on the Hollywood Knolls would not be overly deleterious is plain wrong in my view. The Knolls are unique in many ways. There are but two ways to get into or out of the Knolls without a helicopter. One is from Barham Boulevard up Lake Hollywood Drive. The other is the so-called "back road," which is not even a city street except for the bottom 300 feet or thereabouts. It leads either to Cahuenga Boulevard East (a one-way freeway on-ramp typed of street) or the Mulholland Bridge across the freeway.

Barham Boulevard already carries far more traffic than it was ever designed to handle; indeed, it is one of the worst choke points for traffic between the San Fernando Valley and the Westside. The additional traffic surely to be generated by the proposed development would seriously worsen an already very bad situation and would seriously interfere with ingress to and egress from the Hollywood Knolls. I have had the experience of trying to drive home from Toluca Lake or Burbank between approximately 5:30 and 7:30 o'clock p.m., and being stuck in traffic on Barham Boulevard. It was tempting to leave the car and just walk — I would have gotten home earlier! (I have walked the same distance uphill, in less time!) My friends and neighbors tell me that my experience is not unique at all.

Widening Barham Boulevard would not provide any meaningful mitigation, in my view. Experience teaches that the traffic volume simply expands, and no improvement is achieved. To add the traffic load certain to be generated by the proposed huge residential and commercial development, not to speak of the proposed hotel, is a sure prescription for gridlock. It would substantially worsen the already bad access situation in the Knolls and the Manor.

A similar situation exists with respect to the back road. Getting into or out of the Knolls would become substantially more difficult and time consuming. No matter how beautiful and attractive a neighborhood may be, if access is being impaired the neighborhood is being degraded.

Traffic is not the only harmful impact. Air pollution, light pollution and noise pollution also loom large. Barham Boulevard is no protective barrier against any of them, contrary to what is suggested. Indeed, Barham Boulevard is at the bottom of a valley, with the grade rising on each side of it. The forms of pollution mentioned travel and spread from hilltop to hilltop, well above the grade of Barham Boulevard. Many are the summer nights when I wanted to keep my windows open but could not, owing to the noise emanating from the Universal lot. Similarly, lights emanating from that source will distort the natural night sky. And, given the right wind conditions, we have to keep our windows closed to keep out the dust, in what is otherwise a remarkably dust free location. It is totally predictable that all these forms of pollution will get much worse, not only during construction but permanently. I realize that we live in an urban area and I do not expect the peace and quiet of a night in the midst of a desert. However, Universal has a long history of having pushed the bounds of the acceptable. Enough is enough, particularly when design options exist that would allow sensible development on Universal's property while avoiding further assaults on adjacent residents' quality of life.

Looking beyond the bounds of the Hollywood Knolls, there are important flaws in the proposed development. The obvious approach should be to relieve the traffic load on Barham Boulevard and not to increase it to the state of solid gridlock. To that end, a street starting near the present western terminus of Forest Lawn Drive and roughly paralleling Barham Boulevard could serve. This street should terminate at Cahuenga Boulevard West and provide access to the Hollywood Freeway in both directions. The drawing I have seen contemplates such a street, but it terminates within the boundaries of Universal's property, and provides no Freeway access nor even access from or to Cahuenga Boulevard West. It is, in short, a street to nowhere.

Obviously, an essential participant in the design process has been left out and sadly is missing, namely Cal Trans. How the Applicant expected to present a sensible, viable traffic management plan for a proposed project of this magnitude, one that surely demands good freeway access for the many thousands of additional car, truck and bus trips that the project will generate daily, without bringing Cal Trans into the process, is something I do not understand. I hope that this omission is not due to an intent to let the

necessary offsite improvements be constructed later, at taxpayers' expense. It has happened before, but the review and approval process is supposed to guard against such practices. In my view, this proposed project should not be approved unless adequate, efficient access to the freeway and to Cahuenga Boulevard West is provided, at the expense of the Applicant and not the taxpayers.

A further, grievous flaw is in the location of the residential areas, in relation to the Red Line station. Some time ago, we have come to the collective realization that alternatives to the individual automobile have to be fostered. We will all choke in gridlock around the clock, unless enough people will use public transportation when feasible, and we will obstruct the national efforts to reduce greenhouse gas emissions and to reduce or energy dependence on Mideast and other foreign sources.

People will walk to the Red Line station if the walk is reasonably short, and over level ground. The residential areas should have been located accordingly. The Applicant should have been sensitive to this consideration. It is fair to predict that many of the people who are prospective occupants of the planned residential units will commute to work somewhere between downtown Los Angeles and the Warner Center, both included, that is to say, somewhere along the Red Line or its extensions. Available parking at the Red Line station is already at or near the saturation point. I see no provision for additional parking. Again, if the purpose is that additional, multi-level parking structures be built later, at taxpayers' expense, then this again is a practice against which the review and approval process should guard. Besides, once a person gets into his or her car, that person is prone to just drive all the way to work and save time and hassle. Likewise, a shuttle bus service would not substantially mitigate the problem. It, too adds time, expense and complication to the commute.

In sum, the plan presented by the Applicant is deeply flawed. The Applicant is entitled to make reasonable uses of its property; this is a given. However, all zoning and land use regulation ultimately finds its constitutional justification in the venerable legal maxim that a person shall so use his [or her or its] property as not to injure that of his [or her or its] neighbor. It is an incident of the basic right of property itself. The Applicant could have done better, much better, by its neighbors. With a project of this magnitude, the entire community is really the Applicant's neighbor.

Lastly, I add a few words about myself, for what help it may provide in evaluating my observations. I have lived in Los Angeles since 1939, and in the Hollywood Knolls since 1980. I have practiced law in this community for half a century, more or less., and am now retired. I have represented builders and developers, among others, and am not totally unfamiliar with the development process. For over twenty years, I was a board member and officer of the Hollywood Knolls Community Club, our neighborhood association, and for a time served as its president. What is written in this letter is expressed on my own behalf, only, and not for any other person or association. However, I have reason to believe that my views are widely shared amongst residents of

the Hollywood Knolls and other neighborhoods close to the Applicant's property.

Los Angeles is one of our country's great cities; and for the sake of those who come after me, I would like it to remain great and be even greater. What makes a city great, ultimately, is the quality of life it affords its citizens. History also teaches, and I strongly believe, that any community that does not look to its future does not have one, and will decline. For our governing institutions to permit the degrading of neighborhoods where people live their lives, to permit the severe exacerbation of vehicular congestion, all for the expectation of some rise in property tax receipts, is a Faustian bargain. We, and those who come after us, will soon and long regret it. I respectfully urge that the Applicant's plan of development be approved only if the major flaws in that plan, including the ones to which I have alluded in this letter, are first corrected.

Respectfully,

HERBERT MUREZ

HBM:dom

cc: Honorable Antonio Villaraigosa
Honorable Tom LaBonge
Honorable Zev Yaroslavsky

Letter No. 255

Deborah Neathery

4820 Cleon Avenue
North Hollywood
CA 91601-4645

818 / 506 5524

February 1, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File # ENV-2007-0254-EIR

Dear Mr. Foreman:

I appreciate the city's review of the Universal Plan and its confirmation that the studio will continue to invest in and improve its theme park.

Tourism is one of the most important industries in Los Angeles and generates significant revenue for the City and County. For this reason, the Universal Studios Tour needs to be continually upgraded to remain a vibrant and successful attraction that is known worldwide. It is nice to have one of the city's best tourist destinations right here in the valley. I think this is a responsible investment that will be good for the tourism business, the studio and Los Angeles.

Sincerely,

Deborah Neathery

Deborah Neathery

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 256

Jon Foreman <jon.foreman@lacity.org>

Comments on NBC Universal DEIR

Jim Nelson <Motherco@aol.com> **Thu, Feb 3, 2011 at 6:42 PM**
To: jon.foreman@lacity.org

Jim Nelson
Phone: 323-650-6906 Fax: 323-650-6207
E-mail: motherco@aol.com
Parts of this document may be Confidential and proprietary. Receivers are cautioned against unauthorized use, distribution or publication. Direct questions to Jim Nelson and / or Mother company and / or BIG who reserve all rights. 2010

Universal Master Plan Letter_Jim's Version.DOC
110K

Jim Nelson

February 4, 2011

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
City Hall, Room 601
200 N. Spring Street
Los Angeles, CA 90012

REF: ENV-2007-0254-EIR

Dear Jon,

This is my formal response to the EIR and proposed plans for the entire Universal/MTA/Forest Lawn area.

I have numerous concerns regarding the NBC Universal Evolution Plan (the Project). However, my over riding problem is with the proposal to change land use from studio to residential for almost 3,000 valley view condominium units.

Myself and the other neighbors in the area have long tolerated the traffic, noise, glare and urbanization of Universal and the other studios in both the eastern valley and the City of Hollywood. We have tolerated those problems because of the benefits of employment and entertainment that the studios have bestowed upon us and the City for over a hundred years. In turn, the studios have respected us as neighbors with operational guidelines, infrastructure improvements and world class architecture that makes our mutual existence in this crowded urban area acceptable.

It is this basic balance of costs and benefits that the Evolution Plan upsets. There is no long term benefit from the development of housing at Universal. It is a cynical real estate strategy to maximize short term profit. It will create a situation of tension between the future homeowners and the semi – industrial uses of Universal and visa versa. It will dump thousands of new cars into the already congested area without any compensating benefit to the City, community or Universal's long term future.

It is a wrong headed land use decision that I oppose in general and in the specifics. This massive Project requires 17 discretionary approvals plus "any additional actions that may be determined necessary." And will cause "significant and unavoidable impacts" on air quality, transportation, and solid waste. How many long term jobs will it create? How many

8306 Grandview Drive, Los Angeles, CA. 90046
323-650-6906 FAX: 323-650-6207
E-MAIL: MOTHERCO@AOL.COM

entertainment experiences will it create? How will it contribute to Tourism and clean economic growth? It won't. It will just create long term problems.

Given the basic conflict between our needs as a community and the ramifications of the proposal, I humbly suggest that Universal abandon this plan of selling off the studio backlot for Condos and go back to the drawing board and present us with a new plan that is in keeping with the basic balance of land uses and the capability of the infrastructure to support it.

If Universal's strategy will improve our lives, we will work with them and support them. All of us believe in the community Plan Approved concept of an entertainment city center. Entertainment is a workable land use and we believe that by taking a regional and long term approach to the issues of traffic and transit Universal can help solve some of the problems that we both suffer in this area. Take a bold step for the future and Universal will find us with them every step of the way.

In any event, the following are some specific concerns and comments from my/our review of the plan that deserve point by point consideration:

It's time for the next phase of traffic mitigation.
Many of the elements of Universal's traffic mitigation plan are innovative and forward thinking, others are weak and inadequate. We encourage Universal to emphasize the use of mass transit subsidies as a method of direct trip reduction – it will provide Universal's neighbors with alternative ways of getting around as well. (I would suggest that Universal bring Laurel Canyon Blvd into Universal's mitigation plans as it has developed into a major bypass for the Cahuenga Pass traffic. At the same time, the linkage to the Chandler bus line didn't seem to be direct enough and the deletion of the east west link road between Lankershim and Barham is totally unacceptable).

Please remember, Universal can not continue to grow their businesses in a traffic bottleneck. Hemmed in by the Santa Monica Mountains, historic Campo de Cahuenga, the Los Angeles River, and Griffith Park, there are simply no convenient and easy traffic solutions.

NBC/Universal must work with Caltrans and DOT to come up with the type of major improvements that are needed for the next 100 years. We have seen what Disney and the State did with the 5 Freeway to improve flow and ease congestion in Orange County. If Disney can do it – so can Universal. Let's see some innovation and imagination from NBC/Universal.

Respect the Mulholland Scenic Parkway Specific Plan.

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Particularly unacceptable is Universal's proposal to remove "a small portion of the Project Site from the Mulholland Scenic Parkway Specific Plan"(MSPSP) (p. 33 & 37). Although the DEIR claims that the project is consistent with the MSPSP, pages 331-332 clearly describe Sign District 2C and 2D with an array electronic and animated signs thirty feet high. This is not at all consistent with the MSPSP; there should be no billboards.

Retain open space.
The statement that the new residential area will provide 35 acres of open space is an insult to our intelligence. The site currently has 120 acres of open space. The only open space that will be remaining in the current plan is that which is too steep to develop economically – and that "open space" will be between condominium towers.

Similarly, the promise of hiking trails open to the public in the area is a hollow one. The new North-South Road through the residential development will not be dedicated to the City of Los Angeles so there is no assurance that it will remains open to the public for access to the open space.

I have seen, in previous plans from Universal, studio post production and producer's space developed into the hillsides that Universal are currently proposing for condos. Those proposed buildings were sensitively integrated into the hillsides and featured land formed roofs and terraced gardens that allowed the whole area to retain it's current visas of open space while being part of the development of the property. Let's see some of that thinking again.

Do not widen Forest Lawn Drive through Griffith Park.
The Forest Lawn expansion will destroy a large open space. And have a devastating impact on wildlife in the eastern section of the Santa Monica Mountains. with Griffith Park, its wildlife and tranquility.

Pay for the cost of improved and expanded fire protection.
The continued and future development of high-rise buildings at Universal requires that the Los Angeles City and County Fire Departments acquire specialized equipment to protect those buildings. The existing fire station is not able to accommodate the equipment, nor does it have the land necessary to build an addition to accommodate it. Therefore NBC Universal should be required to provide the land and pay for a new fire station to meet their needs. It should not be a burden on the tax payers of Los Angeles.

Consider the real cumulative impact of all projects at Universal.
When evaluating the Project, one must consider the cumulative impacts of the proposed MTA development across Lankershim as well as the proposed expansion of Forest Lawn Cemetery on Forest Lawn Drive. The MTA project in particular can not be separated out

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from the evolution plan as though it was being built in Burbank. It is de facto part of the Universal development and needs to be included into one overall EIR for the developments as a whole. To do otherwise is to defeat the purpose of CEQA. The current separate structure of the two EIRs means the total impacts and need for mitigations can not be easily determined.

I believe the two EIRs should be combined and then re – evaluated and hereby formally request that they be so.

Open the planning process up to community again.
In the late 1980s and early 90s, Universal welcomed the community into the heart of it's planning process. Concepts were openly discussed and plans were reviewed at the very earliest stages. As a result, there was open and lively feed back through the entire process. The success of CityWalk and the parking infrastructure of that era owes much to that dialogue.

The current Evolution plan, like the preceding master plan that called for a second gated attraction on the property have been literally developed in secret with no community input. The result? Two defective and unacceptable master plans in a row. Universal's money has been wasted and it's political capital with it's neighbors has been squandered. It's time to go back to the way it was – we are Universal's neighbors and ultimately Universal's friends. We are not against development – we are for smart development and feel we can be a viable part of Universal's planning process. We would like to work with Universal to re-plan and analyze the future to build a "real" evolutionary plan that we can all be proud of.

Sincerely,

Jim Nelson
Grandview Drive
Laurel Canyon, USA

cc: Mayor Villaraigosa
Councilmember LaBonge

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Councilmember Koretz
Supervisor Yaroslavsky
Governor Jerry Brown
Ron Meyer – President NBC Universal
COMCAST – Chairman of the Board
Alan Kishbaugh - Mulholland Design Review Board
Miriam Dodge – Hillside Federation
Cassandra Barrere – Laurel Canyon Association
Spike Stewart – Laurel Canyon
Jerry Daniel – SMMC
Ben Saltsman of Zev's office
Paul Koretz Chief of Staff Joan Pelico
Robert Ringler – President, Bel Air Beverly Crest Neighborhood Council
Orrin Feldman – Vice President, Hollywood Hills West Neighborhood Council
DOT
CALTRANS
LAFCO

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ADDITIONAL UNIVERSAL EVOLUTION MASTER PLAN DEIR QUESTIONS FROM JIM NELSON

1. What is the "Real Story" about the Amphitheater Closure – Why is it going to be closed? What will be done with it?

2. What is the parking plan for the Universal Evolution Master Plan?
   For example how many garages in what areas of the property and what size would those garages or parking lots be? In the EIR a land use of entertainment uses is identified. What specifically would that entertainment use eventually be? For example retail shops, restaurants, nightclubs and movie theaters similar to the existing CityWalk project or would it be a new theme park attraction?

3. In some trade publications the attraction or entertainment use has been described as being a theme park similar to the ones existing or planned for Florida, was this the case? and if so please describe that potential use in detail. If the attraction/entertainment use that is proposed for the new component of the EIR is potentially an attraction use, please define the parameters of it's operation; when would it open, when would it close, what the expected curve of arrival and departures of guests?

4. What will the average and peak operating volumes of visitors would be and the mode of transportation for those visitors i.e. car , tour bus and rapid transit with the demographic composition of each component and trip origin.

5. As attractions tend to be in the forum of outdoor parks with the queuing for the various rides in the open air and only the actual ride experience inside the built structure along with ancillary eases such as food and retail, the ratio of square foot development to visitor capacity is fairly high. For example, the existing Universal Studios Hollywood attraction reportedly reaches peak days in the approximate range of 35,000 people. If (as is defined in the EIR)the Universal Studio Hollywood attraction has approximately 350,000 square feet of buildings, the ratio of buildings to visitors would be 10 people per square feet of buildings. Accordingly, the proposed new entertainment phase if it were to be built as an attraction how much would be it's capacity (75,000 people per day - again extrapolating the published reports of Universal Studios Hollywood attendance of between 3.5 and 6 million visitors per year assuming 5 million as a reasonable peak year) the proposed square footage for entertainment/attraction use has a potential capacity of how many people per year?
6. Given the ramifications relative to all the environmental impacts of traffic, parking exhaust, crowds, if that scale of attraction development were to be developed, I

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believe it would be a disaster in the Caheugha Pass. What are Universal going to do to prevent this from happening?.

7. While recognizing Universal's need for some element of confidentiality especially in terms of the exact nature of future attractions and so forth the scale of potential operations and the various alternative plans that have been or are currently being examined by Universal are of particular relevance in terms of understanding and being able to analyze the potential impacts of the potential buildouts under the proposed envelope approach being sought in the Master Plan and reviewed in the EIR. Therefore, could Universal provide information on those various alternatives that have been and are currently being examined for all of the various land uses and the different combinations of land uses and alternatives that have been examined?

8. We would like Universal to provide detailed information and copies of current plans being prepared by any consultants for specific projects on the property. We would like a list with the land use type, size , height and nature of all projects currently being examined , studied, planned , designed or engineered at Universal. Secrecy is an unacceptable land use policy – regardless. There are obvious safeguards for trade secrets but the whole planning process should be made transparent.

9. Universal's plans indicate a set of very big garages located in the Coral Drive area by the north edge facing the Cahuenga Pass. We would like details , drawings and illustrations of this potential project regardless of the stage of consideration that it is in. We would also like to see the various alternatives that are being examined for parking structures and parking lots in other areas oft Universal.

10. What are the attendance patterns for the past five years at the various land uses and venues at Universal City i.e., studios, Hollywood (the studio tour) the Amphitheater, cinemas, CityWalk and the hotels?

11. What are the hour by hour traffic counts in and out of Universal City for each use and what is the cumulative total?

12. Please document the traffic volumes for average weekdays and Saturday nights as well as the peak volumes weekday and both holiday and non-holiday weekend Saturday nights including nights that the Amphitheater is at a peak performance in terms of attendance(i.e. all land uses at peak usage concurrently).

13. Provide a breakdown for the projected new employment figures by job category, salary ranges and seasonal versus permanent, clerical .versus executive , technical

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versus manual etc.. Please provide a current breakdown of zip codes of employee's homes for each planned use category..

14. Please provide vehicle counts and internal traffic analysis prepared over the last five years. Please provide copies of all traffic related information and correspondence submitted to any and all Public Agencies by Universal over the last five years.

15. Please provide similar information relative to the new proposed entertainment/attraction facility for the proposed expansion of the existing Universal Studio's Hollywood, specifically what are the implications of new attractions space. How big is a typical attractions such as E.T. Jurassic Park, Earthquake and what is the typical attendance on a daily basis through such a facility and what has been the annual increase in attendance in the years that attractions have been added such as Back to the Future, Earthquake and Jurassic Park.

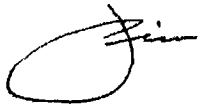
16. Given the traffic impacts of the potential levels of development and various mixes of potential land uses what are the specific street improvements that DOT, MTA and CALTRANS are proposing and funded to make to the local streets and Freeways in order to mitigate the impact of the increased traffic on the local streets particularly during the non-rush hours period of late on weekend nights when visitors to Universal City use local streets to access and park from Universal City creating both congestion and noise in the neighborhood when they are trying to relax or sleep.

17. Given the exiting patterns of visitors to Universal, particularly the attraction elements of Universal Studio's Hollywood, how does Universal plan to mitigate the incremental impact on the notorious rush hour congestion in the Cahuenga Pass \Barham Boulevard corridor?

18. What is the overall impact to the Cahuenga/Barham corridor. from the various Universal development scenarios as well as the current development plans of Burbank, Glendale and other areas of the eastern San Fernando Valley as well as Hollywood. What is the whole area going to look like when all the currently planned projects are done. i.e. What will the cumulative look like to us as the neighbors?

19. What are the differences in various development/project alternatives with regard to long term job creation and quality of life improvements?

I look forward to your responses.



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JIM NELSON – Qualifications and Background

8306 Grandview Drive, Hollywood California 90046 – 323 650 6906 Motherco@aol.com

EXPERIENCE

Mother Company *- - Hollywood, California 1995 to Present – Principle and Planner*
Universal Studios *- Universal City, California. 10 Years – VP, Director of Planning and Development for Universal City*
Portman Properties *–Atlanta and Los Angeles, 3 Years – Associate,*
Bank of America *- San Francisco and London 5 Years - Group Vice President, Construction Finance and Development*
Citibank *- New York; and the Middle East. 4 Years - Resident Vice President, Construction Finance and Bonding*
Riani Nelson Architecture *- New York, New York. 4 Years – Partner*

ACHIEVEMENTS

- Conceived and Built CityWalk at Universal City in Hollywood California, ICSC design award winner
  - Set creative direction, assembled team of Architects, engineers, designers, consultants, etc.
  - Directed Research, Planning and Design, Coordinated Community Participation, and Management Presentations
  - Directed all the planning, construction and start up – duties included project management, schedule and budget control.
- Designed Rehab of Trump Plaza Hotel and Casino in Atlantic City, New Jersey
- Led pre-development of Trump Hotel and Tower in the Bunker Hill area of Los Angeles
- Master planned a bridge retail complex linking San Diego and Tijuana for the City of San Diego and Landmark
- Master planed the 1,000 acres surrounding Magic Mountain as the commercial core for Newhall Ranch, Valencia, CA
- Member of Bank of America's General Loan Committee with 50,000,000 personal credit authority
- Built a 1.7 billion dollar portfolio of bonds relating to 8 billion dollars worth of international construction
- Organized both Citibank and Bank of America's international construction banking operations
- Helped to develop original Life Cycle Cost model for HEW – ultimatly GSA basis for value engineering and LEED concepts
- Designed and Built Hampton Country Club in Springfield, Massachusetts , Published in Architectural Record
- Automated development of cost information for Means Construction Cost Guide
- Spoken to and been published in development, banking and construction forums all over the world
- Designed and Built Laurel Canyon home, which won Metropolitan Magazine "Home of the Year" prize in 1988

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SKILLS

Project Management and Development

Project and Program Manager for a wide variety of mixed use projects
Experienced in to public policy creation and implementation
Expert in capital planning, risk analysis, cash flow control, banking and finance
Prepared Proposals, conducted market research, done public relations, environmental reviews and programming
Multi national experience with personnel selection, training, performance reviews, problem resolution and training

Technical

Urban and development planning, appraisals, financial analysis, marketing material production
Strategic and business plans, establishment of operating, financial and management policy.
International Banking Expertise (FX, L/Cs, Cash Mgt, Export Credits)
Excellent writing and speaking skills – extensive experience with customer proposals and public speaking
Proficient w/Excel, Word, PhotoDraw, PowerPoint, Quicken and Google – familiar with AutoCAD and PhotoShop

EDUCATION

* Marketing – **Stanford University**
* Masters in Business (MBA) - Real Estate Major - **Columbia University**
* Graduate Degree in Architecture - **Columbia University**

COMMUNITY

Member of City of Los Angeles – Bel Air / Beverly Crest Neighborhood Council, served or serving on the board of the Laurel Canyon Association, Hillside Federation, and Hollywood Heritage. 30 years experience with the L.A. City Council, the Departments of Planning, Building and Safety, Public Works, Power and Water, Police, Fire and Transportation. Headed numerous project review panels and have testified at hundreds of hearings and reviews at all levels of Government in all areas of California.

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Letter No. 257

Jon Foreman <jon.foreman@lacity.org>

Homeowner in the Cahuenga Pass

1 message

michael nissman <michaelian@mac.com> **Tue, Jan 18, 2011 at 11:10 PM**
To: jon.foreman@lacity.org

As an inhabitant of this area for 34 years I have seen the infrastructure of this interesting and somewhat pristine area decline. Specifically the traffic, the structures and the overall demise of an area that is drowning in its own success. Growth in a moderate fashion can be a healthy manifestation of a neighborhood,that shares and desires such growth. However, when the growth ONLY favors one in what should be a twosome, then this form of development does not foster health in the environs. By seeing only the goal and not understanding that the road to this goal will bring with it harm, i.e. too much additional traffic and no way of contending with it then.. metastatic ill begotten backward movement should be and must be reconfigured in a mutually beneficial plan. Regards, Michael Nissman

Letter No. 258

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Regarding: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I recently learned from the Draft EIR for NBC Universal's Evolution Plan that more than 160 intersections surrounding the project were reviewed and that improvements are being made to 139 of them. That's great news. The City hasn't been able to make needed changes in many years, so it will be great for local neighborhoods as well as commuters if these improvements are finally done.

I was also pleased to learn that offices and housing will be in close proximity to transit. I hope this will finally get people out of their cars.

The NBC plan is a terrific example of the type of project that Los Angeles needs.

Sincerely,

Eileen O'Farrell
11653 Blix Street, Apt. #5
North Hollywood, CA 91602-1051

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

RECEIVED
JAN 13 2011
BY: M Salazar

Letter No. 259

Marcello Orozco
11104 Weddington St Apt 25
No. Hollywood, CA. 91605

January 12, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File ENV-2007-0254-EIR

Dear Mr. Foreman:

I was interested to learn from the city's environmental report that the plans for NBC Universal will result in few significant long-term impacts while also generating a boon to the job market. I appreciate the amount of work that has gone into the planning for this project and the significant steps that are being taken to address traffic concerns.

Additionally, the investments in the library system, new fire safety services, and a sheriff station at CityWalk, as well as the new parks and trails will be great for the community.

This plan shows that in the planning process, careful consideration has been given to the location and character of the surrounding community ensuring that future operations at Universal City will result in minimal long-term impacts and maximum long-term benefits.

I hope this plan moves forward quickly.

Sincerely,

Marcello Orozco

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 260

Jon Foreman <jon.foreman@lacity.org>

concerns on NBC-Universal Plan, file number ENV-2007-0254-EIR

David Palmer <dcp030164@mac.com> **Fri, Feb 4, 2011 at 1:53 AM**
To: jon.foreman@lacity.org

Regarding: NBC-Universal DEIR, ENV-2007-0254-EIR

Dear Mr. Foreman,

I've been hearing about NBC-Univeral's development plan for some time now and I'm worried about the impact that it will have on the surrounding neighborhoods, including my own. I hope this letter (and others like it) help to make our city officials fully understand how detrimental this plan will be to the quality of life for everyone living around Universal as well as those who have to drive the few necessary but congested routes that surround the studio. I would appreciate it if you would require NBC-Universal to answer my questions before any development is approved.

1) Could anyone have chosen a worse bottleneck zone to basically create a perfect storm of gridlock? Largely a result of the 134-101 interchange lacking proper connections, rush hour traffic has always been bad on Barham Blvd, backing far up Olive Ave. and Forest Lawn Drive on the Burbank side, and the 101 and Cahuenga East & West on the Hollywood side. This situation only became worse when Warner Bros. built its parking garages on Olive and Forest Lawn. Bad as that was, it pales in comparison to the NBC-Universal proposal. What new route does NBC-Univ plan to use to funnel its residents in and out of their new development? Barham is out of the question; and Lankershim and Cahuenga West are ridiculous options, considering how crowded they get now and knowing they won't be getting any less congested in the future.

2) Has NBC-Universal honestly considered that all the roads that surround their property are already maxed out? Barham, Cahuenga East & West, Lankershim, and the 101 Freeway physically cannot be widened anymore without majorly compromising the land that borders them, not to mention damaging the very quality of the neighborhoods that help keep Universal Studios a desirable place to work and visit.

3) The Dreamworks Playa Vista project was stopped for good reason – it would have destroyed land that served a purpose in its undeveloped state, it would have added congestion to an area that was already congested, and it ultimately wasn't needed. How is this Universal development project any different?

4) From the start of Universal Studios' "modern growth cycle" over the past 25 years -- from the building of the (then) Cineplex Odeon Theater complex through the expanding of the park on the lower lot and the addition of City Walk on the upper lot -- each change has come about seemingly with little regard for what came before it and what might come next, resulting in a loud, garish hodge-podge of shops, attractions, and parking garages that make for, at best, a quantity-over-quality park, not to mention a questionable skyline for surrounding residents. And the scale of the growth thus far pales in comparison to this new proposal. How are any of us to believe that the new project won't just be more of the same hodge-podge? And if things turn out worse than they promised, will there be any accountability? Any exit strategy?

5) On peak days at the Universal Park, attendance goes way over 30,000 people. It always makes news largely because it backs up traffic far onto the 101 as well as Lankershim, Cahuenga West, and everything that feeds onto them, affecting thousands of people well beyond the immediate neighborhoods. The Gibson Amphitheater holds 6,000 people and creates similar traffic conditions anytime it holds a concert or awards show. Either of these examples happens just once in a while. With this new development plan, this kind of thing will likely be happening EVERY DAY! The impact study says that there will be an additional 36,000 car

2/4

trips EVERY DAY just on Barham alone. Knowing this, how can this project be allowed to continue? How is this not akin to a company holding a whole community hostage? Short of Universal refusing to let its new residents drive in or out, there is no way this can be "fixed" or realistically eased to any appreciable degree.

6) If the thousands of residents of the new Universal actually choose to use the Metro Red Line, what plans does NBC-Universal have to improve the flow of commuters through the station? Increase in ridership over the past decade has already shown up shortcomings. The amount of day-pass vending machines is already inadequate to handle the amount of users at peak hours. Likewise, trains are also already packed at peak hours. Will NBC-Univ be responsible to make improvements, or will they simply leave this up to Los Angeles County?

Yes, of course, Universal has the right to do what it wants to with its property. But a land owner, a company, whoever, also has an obligation to respect its neighbors and exercise at least a small dose of common sense. Hopefully, your department will require this newly-conglommed corporation to offset its plans with real improvements to the surrounding streets and infrastructure, and ensure that the scale of the development won't result in significant damage to residents' quality of life.

Sincerely,
David Palmer
4218 W. McFarlane Ave.
Burbank, CA 91505-4018

Letter No. 261

Allyson Pastor
4242 Stansbury Avenue, PH 7
Sherman Oaks, CA 91423-4265

January 12, 2011

Jon Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: NBC Universal ENV-2007-0254-EIR

Dear Sir:

The NBC Universal Master Plan is a well-thought-out approach to envisioning the next 20 years in Universal City.

The DEIR demonstrates that each element of the plan has received extensive study, and more than that, each element works with all the others, and with the surrounding community. The enhanced studio lot will produce good jobs, the improved theme park will draw and keep more tourists, the new housing will reduce car trips, and it will all be tied to public transportation, transit management programs and traffic improvements.

It isn't often that such extensive planning and study is done, and that the result is such a comprehensive plan. It's hard to imagine that the City would do anything other than approve it.

Thank you for considering my opinion.

Sincerely,

Allyson Pastor

Allyson Pastor

cc: Mayor Antonio Villaraigosa
Councilmember Tom LaBonge
Councilman Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 262

Jon Foreman, Senior City Planner
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman,

Congratulations to the City and County of Los Angeles for working together to produce the extensive Environmental Impact Report for the expansion of the NBC/Universal Studios complex.

I fully support this project as a local resident and only request that the vintage street lights on Magnolia Blvd from Vineland Ave to Cahuenga Blvd be preserved and resinstalled when Magnolia Blvd is eventually widened.

Now that the EIR is completed, I request you to quickly move this project forward. We need to create jobs and get people back to work. This will be a boon for economic development in the region.

Sincerely,

James-Michael Peace
10703 Collins St
North Hollywood, CA 91601

Copies to:

Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 263

RECEIVED
JAN 19 2011
BY: M Salazar

Jerry Pollock
2097 Outpost Drive
Los Angeles, CA 90068-3725

January 14, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File#ENV-2007-0254-EIR

Dear Mr. Forman,

I would like to thank the City of Los Angeles for the Draft Environmental Impact Report on the Evolution Plan, and for its thorough analysis of the traffic issues. Having read the report, I really believe this plan has the potential to change the way that we all live and commute in Los Angeles.

The truth is that we are stretched about as far as we can be. Our freeways are overcrowded and we need new models for how we live and work. With the Evolution Plan's investment in transit, including its impressive shuttle offering, it will be possible to get to work without having to use your car, which currently is a major challenge in Los Angeles.

I believe this is the way we should go, and am glad to see projects like the Evolution Plan take the lead.

Sincerely,

Jerry Pollock

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 264

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

Mitigation Measure B-5 in the NBC Universal Evolution Plan EIR, as illustrated in Figure 78, which would add one more lane for cars to Barham Boulevard, would create an unacceptable safety hazard for cyclists traveling between Hollywood and Griffith Park. Many cyclists use Barham Boulevard in conjunction with local streets in Lake Hollywood and Cahuenga Boulevard East to travel between the Hollywood Hills and Griffith Park. The lanes on Barham Boulevard are now wide enough in many areas that cars and bicycles can share the lanes. The proposed mitigation measure would reduce the curb lanes to as little as 11 feet, creating an unsafe condition for cyclists.

While the proposed project would create bike lanes on its own internal "north-south" road, this road would not be accessible to cyclists coming from Hollywood unless they travel on unsafe portions of Cahuenga Boulevard, through the congested intersection of Cahuenga/Barham and then onto Buddy Holly Drive. No bicycle lanes exist on or are proposed for Buddy Holly Drive.

This project should not be approved unless safe bicycle facilities are retained on Barham Boulevard or suitable alternatives are provided by creating safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive between Lakeridge Place and the new "north-south" road.

Sincerely,

David Ponak
3461 Waverly Dr. # 306
Los Angeles, CA 90027

Letter No. 265

Jon Foreman <jon.foreman@lacity.org>

Metro Universal and Evolution Plans

Mark & Laura Price <priceml@roadrunner.com> **Wed, Feb 2, 2011 at 10:12 PM**
To: jon.foreman@lacity.org
Cc: councilmember.labonge@lacity.org, renee.weitzer@lacity.org, isaac.burks@lacity.org, Connie Elliot <biffconnie@earthlink.net>

Mr. Foreman,

I am a home owner in the Island neighborhood adjacent to South Weddington Park. I have written you a couple of times in the past to express my opposition to the development of the parcel of land that is bounded by Lankershim Blvd, Bluffside Dr, and the Hollywood Freeway. I am writing to continue my opposition and to provide additional details for the record:

1. A LARGE SCALE DEVELOPMENT WITH BIG BUILDINGS WILL CHANGE THE CHARACTER OF THE ISLAND NEIGHBORHOOD. I grew up on The Island and I can say without a doubt that the independence I developed as a child was due predominantly to my Mom's ability to let me play outside both on our cul de sac on Cartwright Ave and down at the park. She worked at Universal and walked to work. Having a quiet little neighborhood park at the end of a street was a powerful force in her child's development. This independence I developed while learning lessons like standing up for your friends in the face of bullies and leading adventures to the far reaches of the park boundaries made me who I am today. I am a retired Marine. I fought for our country in Kosovo, Iraq, and Afghanistan. I attribute much of my ability to deal with adversity and danger with my upbringing on The Island, and my early childhood experiences in South Weddington Park. Big buildings and commercial development adjacent to the park will change it from a little quiet neighborhood park to a big city park full of the detritus of Universal.

2. WE ALREADY PAID. I see it as hypocrisy that the City of Los Angeles displaced dozens of families that lived in the affordable housing on Bluffside Dr. and the 3900 block of Willowcrest Ave and now plans to give that land away to commercial interests. I myself spent my early life (1967-1971) in an apartment at 3920 Willowcrest Ave, a block that no longer exists and was replaced by a parking lot. The Metro Universal plan to give the property to commercial interests represents the worst kind of government abuse of eminent domain. The city took dozens of affordable housing units and leveled them in the name of a parking lot labeled as "progress" in public transportation. Now, without any memory of what was done to our neighborhood back then, the city plans to give it away to the highest bidder. Some progress. Ironically the Metro parking lot on Ventura Blvd just across the freeway from what used to be my old neighborhood still exists in its current function as it did 30 years ago. I bet my old landlords wish they still owned that building at 3920 Willowcrest, they would probably have gotten a lot of money for it now. I wish I could show my son where I lived when I was his age, but I can't because it's gone forever.

3. THE CAMPO DE CAHUENGA IS SACRED GROUND. Putting tall buildings around the Campo de Cahuenga will destroy the historical prominence of this site almost entirely. It will be impossible to imagine Fremont and Pico at the signing of the Treaty of Cahuenga in a little ranch house that is surrounded by commercial glitz and modern architecture. When I lived in the apartments right across the alley from the back gate of the Campo, we used to hear parties with Mariachi music and see people dressed up in period costumes. I even wandered into a couple of the parties with my friends and enjoyed the festive atmosphere while we were sneaking treats from the tables inside. The people of this city deserve an historic site where reenactments take place every January and that gives any visitor the opportunity to see that little ranch house surrounded with native plants and artifacts and a place to ponder the fact that we went to war with our neighbors and the very land we stand on was at stake.

I thank you for the opportunity to express myself in your inbox. I look forward to the day when this project is canceled. I might be a dreamer, but I was raised an optimist by the folks on The Island.

Respectfully,

Lieutenant Colonel Mark C. Price USMC(ret)

4050 Cartwright Ave.

Studio City, CA 91604

Letter No. 266

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR

Kathleen Rabas <kathleenrabas@yahoo.com> **Thu, Jan 20, 2011 at 6:16 PM**
To: jon.foreman@lacity.org

Hi Jon,

I am contacting you in regards the NBC Universal Evolution Plan Deir. As a resident of Toluca Lake for over ten years living on Valley Spring Lane, I cannot express how much of a disaster this NBC Universal Evolution Plan would mean for our city. Universal's lack of accountability on the following issues increased noise level, traffic, etc is outrageous. I know I am not the only individual with the same concerns. It is the consensus neighborhood wide that this is not in the best interest of our community.

With that being said I would appreciate you adding this complaint letter, to the no doubt numerous stack of others you must have received from my Toluca Lake neighbors.

Best,

Kathleen Rabas
818-333-6667

Letter No. 267

Henry Rackin
5020 Tujunga Ave Apt 114
No. Hollywood, CA 91601-5020

January 26, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subj: File #ENV02007-0254-EIR

Dear Mr. Foreman:

I have just finished reviewing the Draft Environmental Impact Report for NBC Universal's Evolution Plan and see nothing but positives. This project will revitalize Universal's property and bring vitally important new tax revenues to the City.

Not only is this project good for the economy - it's also a winner environmentally. Adding 3,000 homes is great. It will allow people to live close to work and to easily get around our city using connecting public transit. I especially like the idea of a shuttle system to Hollywood and Burbank. All of these amenities will help us cut down on pollution.
It's time to move this project forward.

Thank you,
Henry Rackin

Henry Rackin

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 268

Ethan Rains
13450 Huston Street, Apt. D
Sherman Oaks, CA 91423-2012

January 28, 2011

Jon Foreman, Senior City Planner
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: ENV-2007-2054-ENV

Dear Mr. Foreman:

I'm writing to make positive comments on the NBC Universal project. Since I live in the area, you may find that unusual. But this project is so different from the ones we usually see that it deserves support.

NBC Universal has been working on the project for years, and has talked to neighbors every step of the way. As a result, they understand the community's issues and they have responded.

The only way the community is going to get meaningful relief from traffic congestion is if this project goes forward. The only way this city is going to get such a massive and lasting economic investment is if this project goes forward.

If anyone in City government has a better plan to achieve these results, I'd like to hear it. If not, please approve this project, which will deliver the benefits we need.

Yours truly,
Ethan Rains

cc: Mayor Antonio Villaraigosa
Councilman Tom LaBonge
Councilman Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 269

RECEIVED
FEB 04 2011
BY: M Salazar

3322, Charleston Way
Los Angeles CA 90068

Attention: Jon Foreman – Senior City Planner 01/30/2010
NBC UNIVERSAL EVOLUTION PLAN DEIR.
SCH # 2007071036 City of L.A. File# Env-2007-0254-EIR
City of L.A. File#RENV 200700014

I can understand a Corporation wanting to expand, I also understand a City wanting to create jobs no matter what the cost to a large number of their constituents health and homes (their investments) which the City garner very substantial taxes from with virtually no up-keep to the said areas.
However what really makes me amazed is the EXTRA TRAFFIC situation, not just whilst construction but probably more so after the proposed development. We have seen in the past what happens when there has been a terrible wrecks on the HOLLYWOOD FWY, not only the Hollyood/101/405/170/134 Freeways get affected also all the canyons/side streets/Hollywood itself! This is a huge area to add the amount of excess traffic to end up where "A THEME PARK?"
This place is so dirty from the FWY already what you are going to do is going to be seriously dangerous and should be legally addressed further NOW before it's too late.
The INTENTION to START any construction (which hasn't been totally approved) without further investigation by offices such as Safety & Health Administration OSA is dangerous to all of us here and those who use the FWY's and L.A. the tourists who we are all dependant on. You are all aware of our reputation of the worst FWY's & unhealthiest air in the U.S. I imagine you think that is something to be proud of?
I would suggest that there are DEEP POCKETS going on regarding the City and Universal in comparison to the shallow ones we the homeowners have not to mention the WILDLIFE you have left so far to survive, they have no right to life.
In 20 years the City employee or an Attorney working downtown, who has to live out in Agoura for cost and schooling purposes is going to be on the FWY for about 11/2 – 2 hours min. every day, more unhealthy air, danger to drivers maybe resulting in injury that the ambulance takes a further 30 mins. to get to which could result in deaths for an example (which will end up being fact.)
We have all seen what 10 years of ignoring upkeep in the City have done in recent years why isn't something being done about that first in urgency before starting another onslaught of less needed construction?

copies: OSA - PETA

David & Elizabeth Rawlins

Letter No. 270

Jon Foreman <jon.foreman@lacity.org>

NBC/UNIVERSAL EVOLUTION PLAN

Peyton Reed <peytontreed@gmail.com> **Fri, Feb 4, 2011 at 11:22 AM**
To: jon.foreman@lacity.org

Dear Mr. Foreman:

With regard to the NBC/Universal Evolution Plan (file ENV-2007-0254-EIR), I am a resident of the neighborhood immediately surrounding Universal Studios (Oakley Drive), and have been since 2005. In reviewing the proposed plans for this property, I have have concerns and questions about the impact to our neighborhood and the surrounding streets and freeways.

My first and biggest concern is the flow of traffic in the surrounding area. I enter and exit my street from Broadlawn, which intersects with Cahuenga West. The traffic increase in just the last five years has been staggering, even before the plan to expand Universal. Broadlawn is between Barham and Lankershim, and the gridlock that already occurs during rush hours and on weekends is out of control. The entry and exit ramps to the 101 cause major backups on Cahuenga West. This is particularly acute during the Spring and Summer seasons when there is increased flow to Universal Studios, the Hollywood Bowl and the John Anson Ford Amphitheater.

In addition, the safety of the surrounding neighborhoods is threatened. There should be clear data to support this with the LAPD who have increasingly been setting up sobriety check points on Cahuenga West, primarily between the Universal Studios exit ramp and the 101 entry ramp. This is a grave problem in our neighborhood.

My neighbors and I have seen a substantial increase in the number of cars that park on our street on weekend (and some weekday) nights to drink and litter their beer and liquor bottles in the street and in our yards. There have been cars parked for drug transactions and, in one case, sexual activity. When questioned by our neighborhood watch group, a very high percentage of them state that they are on their way to or from Universal City Walk.

We have a very nice neighborhood and won't stand for this kind of activity. We cherish both our safety and our property values.

My other biggest area of concern is the noise. The pounding music and frequent amplified voices and crowd cheering that comes from Universal late at night is hugely problematic. This occurs not only every single weekend of the year, but increasingly on weeknights. The studio is clearly pushing the limits in terms of noise ordinances and nighttime curfews. As this is already an area of major concern, and the studio has been uncooperative with regards to it, how are they possibly selling the idea to their neighbors that this won't be an increased problem with the new plan? It is already a nuisance. The neighbors need some REAL reassurances that we are being listened to and that Universal is making some adjustments based on our input. It's hard to trust that this will occur when it's not occurring now.

I am certainly not against improvements to the Universal property and the possible increase of employment opportunities. But not at the expense of

this area and the people in it.

Thank you very much for your time and consideration.

Sincerely,

Peyton Reed
3201 Oakley Drive
Los Angeles, CA 90068

Letter No. 271

Jon Foreman <jon.foreman@lacity.org>

NBC Universal DEIR response

James Richman <jimmyrichman@yahoo.com> **Fri, Feb 4, 2011 at 3:20 PM**
To: jon.foreman@lacity.org
Cc: Paul Ramsey <paulramsey@sbcglobal.net>

Mr. Foreman,
I am sending you my response to NBC/Universal's Evolution Plan Draft Environmental Impact Report. Please see attached.
Jim Richman

DEIR_response_Ver00.doc
28K

February 4, 2011

Jon Foreman
Senior City Planner/Project Coordinator
Universal City Projects Unit
200 N. Spring St., Room 601
Los Angeles, CA 90012

Mr. Foreman:

Attached is my response to the NBC Universal Evolution Plan's Draft Environmental Impact Report (DEIR). Thank you for the opportunity to submit a response. If designed well and managed properly, I believe this project could create substantial value for not just NBC/ Universal, but also the City and County of Los Angeles, its residents and local businesses. The tricky issue is how to limit the significant negative externalities of this development. The negative externality I am most worried about is how this development will affect traffic on local streets, particularly Ventura Boulevard and most particularly Barham Boulevard.

We moved into the Hollywood Knolls on my 8th birthday, in the early 1960's. I attended Valley View Elementary School, Le Conte Junior High School and Hollywood High School. I grew up in the Hollywood Knolls. After graduating Hollywood High School, I attended Stanford University. I graduated from Stanford with a B.A. in Asian Languages and an M.S. in Civil Engineering. I started my career with the Bechtel Group in Saudi Arabia, working as a Cost Engineer on the Jubail Industrial City project. Later I completed an M.B.A. at UC Berkeley and worked for three more years in Saudi Arabia with Bechtel on two more multi-billion dollar community development projects. I then traveled to Japan and completed graduate study in international relations at a Japanese university. After working as a Senior Financial Analyst with the Los Angeles Philharmonic Association, I joined the Finance Department of the City of Richmond, CA. Most recently I have undertaken the study of system dynamics, or how and why solutions to problems often generate unintended, negative consequences. My entire career I have worked on how to improve the quality of life at the local community level.

I find myself in the residence I grew up due to the passing of my father, Lionel Richman, and his request in his Will that I act as Executor of his estate. About ten or so years ago, Universal put forward an earlier development plan. My dad and I reviewed the details of that proposed plan and worked together to submit a response. For whatever reasons, that development plan did not move forward. Now NBC Universal has come up with another development plan. I applaud their efforts at preparing a detailed plan with a 20-year time horizon. The DEIR is comprehensive and thorough. A number of the dimensions of the proposed development have both positive and negative aspects. With one exception, I find it hard to persuade myself that the negative consequences overwhelm the positive on these dimensions. That one exception is, of course, the dimension of traffic and the traffic consequences on the local streets of NBC/ Universal's proposed development.

My primary concern is: Will the streets NBC/ Universal proposes building be adequate to handle the increases in traffic without forcing a huge traffic congestion problem on we residents who live in the neighborhoods surrounding NBC/ Universal's property? NBC/ Universal have gone some way towards addressing this negative externality by proposing to build a street parallel to Barham Boulevard, the so-called "North-South Road". I was glad to see that NBC/ Universal has recognized the need for this. This is a great first step, something the earlier Universal plan did not acknowledge, if I recall correctly. But I believe the street plan included in the current DEIR does not adequately address how the increase in traffic as a consequence of the proposed development will make the public streets surrounding the property even more congested and irksome to use. Why should we residents living around NBC/ Universal's property have to endure even more difficult traffic?

I believe traffic on the public streets surrounding NBC/ Universal's property will become significantly more congested if the development moves forward as currently planned. Local residents will have to endure the consequences of this negative externality of NBC/ Universal's proposed development. I believe NBC/ Universal needs to do more to reduce this negative externality. My response to this DEIR focuses on how I believe NBC/ Universal, working in cooperation with the City and County or Los Angeles and the Department of Transportation of the State of California (CalTrans), can do this.

Question 1: Can NBC/ Universal work with the City and County of Los Angeles and CalTrans to design and build the on- and off-ramps from Northbound US 101 to NBC/ Universal's proposed "North-South Road"?

Question 2: Can NBC/ Universal work with the City and County of Los Angeles and CalTrans to design and build the on- and off-ramps from Southbound US 101 to NBC/ Universal's proposed "North-South Road"?

The on- and off-ramps from the Northbound US 101 should not be a problem, as on- and off-ramps currently exist directly onto NBC/ Universals property from the Northbound US 101. However, such on- and off-ramps do not currently exist for the Southbound US 101. Drivers who exit NBC/ Universal's property wanting to get on the Southbound US 101 must use public surface streets –Lankershim, Ventura and/or Barham – to access the existing on-ramps. And drivers wishing to exit the Southbound US 101 must also use those same existing surface streets to enter NBC/ Universal's property. NBC/ Universal's proposed development will significantly increase the use of these surface streets, resulting in even more congestion than they currently suffer from. To reduce this negative externality, NBC/ Universal needs to provide a route for drivers exiting and entering NBC/ Universal's property to do so without having to use Lankershim or Ventura or Barham Boulevards.

Question 3. Can NBC/ Universal work with the City and County of Los Angeles and CalTrans to close ALL the Barham Boulevard on- and off-ramps of the Northbound AND Southbound 101?

If all these on- and off-ramps are closed, then there will be no reason for the legion of drivers who currently congest Barham Boulevard daily to use it any longer. The overwhelming majority of these drivers are not local residents. But we local residents have to suffer through the congestion they cause. As currently planned, NBC/ Universal's proposed development will only cause this congestion to worsen significantly. When all the Barham on- and off-ramps are gone, Barham will be useful to only the local residents and those relatively few drivers wanting to get from Burbank to Hollywood.

Closing all the Barham on- and off-ramps of US 101 and channeling this traffic directly onto NBC/ Universal's proposed "North-South Road" will accomplish several worthy objectives. First, it will provide NBC/ Universal with an ideal opportunity to benefit commercially from this traffic. More importantly to me as a local resident, it will reduce the congestion on Ventura and Barham

Boulevards and significantly improve the driving experience on the surface streets surrounding NBC/ Universal's property.

Again, I thank you for the opportunity to respond to NBC/ Universal's Evolution Plan DEIR. I am confident that NBC/ Universal can work with the City and County of Los Angeles and CalTrans to ensure that the streets surround this development do not suffer from further traffic congestion as a result to the huge influx of additional drivers the development will attract.

Sincerely,

James Richman
3160 La Suvida Drive
Los Angeles, CA 90068

Letter No. 272

Alan Rodrigues
11124 Burbank Boulevard # 305
North Hollywood, CA 91601

February 1, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: File # ENV-2007-0254-EIR

Dear Mr. Foreman:

I've been hearing about NBC Universal's project for sometime. Now that the Draft Environmental Impact report is out I'm very enthused about the commitment they have made to transit.

This project has the potential to change the way we live and commute to work. What a great opportunity to have neighborhood that is connected to public transportation. It's about time we start thinking about ways to get people out of their cars and this project does just that way.

Talk about smart development! This is very exciting for Los Angeles.

Sincerely,

ARodrigues

Alan Rodrigues

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 273

January 20, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: File ENV-2007-0254-EIR

Dear Mr. Foreman:

Since I am concerned about traffic related to the Universal Plan, I was glad to read in the Draft Environmental Impact Report that these issues were being addressed. Among the improvements important to me are the changes to Barham and Lankershim boulevards which are desperately needed to improve traffic flow. Also, the proposed shuttle system that will link the MTA station, the studio and businesses in Burbank, Hollywood and West Hollywood will help in getting people out of their cars. Promoting alternative forms of transportation and encouraging employees and residents to walk and use public transit is what we need in the community.

Traffic in Los Angeles is difficult but what will happen if the plan does not go forward and the investment in these traffic solutions is not made? We'll lose the jobs and watch traffic continue to get worse. I don't believe that is good for our city.

Regards,

Allen Rose
7581 Mulholland Drive
Los Angeles, CA 90046-1238

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 274

Jon Foreman <jon.foreman@lacity.org>

Reference : file number, ENV-2007-0254-EIR

1 message

andy rosen <andyrosen@getreel.net> **Tue, Feb 1, 2011 at 4:26 PM**
To: jon.foreman@lacity.org

Reference : file number, ENV-2007-0254-EIR

Jon Foreman
Senior City Planner/Project Coordinator
Universal City Projects Unit
200 N. Spring St., Room 601
Los Angeles, CA 90012

Dear Sir,

I am a resident on 3460 Blair Drive, 90068. I am vigorously opposed to the Universal planned expansion. It would negatively impact my life , the environment and wildlife greatly. Universal already has impacted this area and created many problems for residents especially in increased crime. The planned expansion would destroy many families way of life and destroy a great number of local business who are already having a tough time

Sincerely,

Andrew Rosen

Letter No. 275

Jon Foreman <jon.foreman@lacity.org>

Universal

Richard Rosene <rgrosene@earthlink.net> **Thu, Feb 3, 2011 at 12:57 PM**
To: jon.foreman@lacity.org, Bob Nelson <rlnelson@webtv.net>, Tom LaBonge <councilmember.labonge@lacity.org>

I have lived in the Hollywood Knoll off Barham Blvd for 38 years and have seen many expansion projects on the Universal City property. Each new expansion resulted in more traffic. The latest purposed addition is buy far the greatest land development in the history of Universal City. I know that this is a very tempting idea for the City of Los Angeles as the tax revenue would be in the millions.
Unless the traffic generated buy these new facilities and private housing has a solution, the home owners in my neighborhood will face unbearable traffic delays. The traffic on Barham Blvd during a.m. & p.m. commuting hours is currently bumper to bumper. If Barham Blvd and the bridge over the free way could be widened we may have a chance to keep traffic moving at current speeds.
My only objection to the purposed project is the complete failure of the streets to handle the very significant increase in vehicles coming and going from the new homes and facilities .

Richard Rosene
3219 Tareco Dr.
Los Angeles,Ca. 90068

Letter No. 276

Jon Foreman <jon.foreman@lacity.org>

Universal Expansion

Richard Rosene <rgrosene@earthlink.net> **Thu, Feb 3, 2011 at 7:06 AM**
To: jon.foreman@lacity.org

I would like to know if there is an official form for comments regarding the Universal's expansion project. I live in the Hollywood Knolls next to Barham blvd.

Thanks for any info: Richard Rosene
3219 Tareco Dr.
Los Angeles, Ca. 90068

Letter No. 277

Jon Foreman <jon.foreman@lacity.org>

DEIR Project: File No.: ENV-2007-0254-EIR

Roth Sheldon <sheldonroth@me.com> **Tue, Feb 1, 2011 at 7:18 PM**
To: jon.foreman@lacity.org

- Dear Mr. Foreman,

Our comments below are in reference to the following:

- **NBC UNIVERSAL EVOLUTION PLAN DEIR**
  SCH NO: 2007071036
  City of Los Angeles File No.: ENV-2007-0254-EIR
  County of Los Angeles File No.: RENV 200700014

We are Sheldon and Cora Roth of 3316 Tareco Drive, Los Angeles, CA 90068 (Hollywood Knolls). We rented our house until April 2010, which we then purchased and now own and occupy. Telephone: 323-882-8242

We strongly object to the DEIR project for the following reasons, which also contain questions for DEIR to answer.

Traffic: Consideration of counts, cut-through impacts, mitigations, parking, circulation, and neighborhood impacts,
all would be negative. During AM/PM rush hour traffic backs up Barham Blvd for close to a mile and also
blocks Forest Lawn Drive as people attempt to reach the 101 and in the other direction to Burbank. If there
is the slightest accident or delay there is additional backup in both directions for almost 2 miles, it could
take 30--45 minutes to traverse this traffic. How can additional residences/traffic not avoid complicating this already
maddening dilemma that has an impact not only on time/energy/money hours but also induces psychological damage
to those trapped in the traffic? Have the planners of this project attempted to personally drive these routes at these

times? Or have they merely used statistics to bolster their reassurances. As Mark Twain said, "there are three kinds of
lies ---- lies, damnable lies and statistics."

- Air quality impacts during construction: Los Angeles has spent many years clearing its air, how can many years of construction
- not avoid the vast additional dust into the environment, especially spread over a large, long area through residential dwellings.
-
- Construction Assumptions and Prerogatives: DEIR wishes to build on empty/available spaces while continuing to use their old facilities.
- Why should this basically double allotment of space be granted while the surrounding neighborhood is inconvenienced and compromised? Most companies in America continue to make due with what they have in current space, double up, reassign space.

Technological Assumptions: DEIR states that a good part of their need is technological, that they are building for the future and
need design to meet those needs. How can they demonstrate that this so-called technological advance is actually going to be anywhere
near the required state of the art in several years? The cinema world has been shocked off its financial feet by the lightening speed changes in
film production and distribution. This world changes from month-to-month in recent times, how can they be so naive as to think they
"know" what technology they are building for? And with this degree of uncertainty they are sacrificing our neighborhood.

-
- Visual impacts (blight, billboards, lights): The increased number of visual impacts threatens to turn a quiet neighborhood into a seedy
- arcade of cheap ads and ugly lights, lights that will be on all night and visible from all windows.
-
- Noise during and after construction: How can they assure neighbors of peace and quiet over so many years of construction (the 101 sound of traffic
- is bad enough)?
-
- Environmental changes/adverse effects: Areas of green are going to be replaced with buildings and building materials, the beauty of life will be continue to be replaced with

concrete and synthetics.

-
- Population impacts: We moved here two years ago from Boston (after 40 years). I can guarantee you that if we had known of this
- DEIR project we would not have moved into this neighborhood. You will change the character of this neighborhood and the people who live here with DEIR, you will have more transient, less community oriented citizens, all of which contributes to a lowering of quality of community life, including interest in public schooling.
-
- Impacts to resources and utilities – water, public services, emergency services, schools and the burdens of infrastructure: These issues are no-brainers, how can one depend on the arrival of an emergency vehicle when traffic is impassable? How much more garbage will collect in the streets, the parks?

We repeat: We are against the DEIR project, especially the construction of new residences.

Sincerely,
Sheldon Roth, MD
Cora H. Roth
3316 Tareco Drive
Los Angeles, CA 90068

Letter No. 278

Elisa Rothstein
4235 Colfax Ave Unit J
Studio City, CA 91604

Planning Dept.
Attn: Jon Foreman
City of Los Angeles
200 North Spring Street,
Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

Though I had great concerns about the potential impact of the NBC Universal Studios plans on traffic and congestion, I am impressed by the analysis of traffic issues in the draft environmental impact report and the multitude of mitigation strategies proposed.

In terms of the new workspace and residential development, the plans provide the means to change the way significant numbers of people can live and commute with at least some reliance on mass transit. This is a welcome strategy. The new neighborhood that is part of the Universal plan is connected to transit in a way that is needed in Los Angeles, putting jobs, housing and offices in close proximity. It will provide infill development that is exactly what we need: greater density at transit hubs.

Respectfully,

Elisa Rothstein

cc: Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Los Angeles Mayor Antonio Villaraigosa
LA County Supervisor Zev Yaroslavsky
City Councilmen Tom LaBonge and Ed Reyes
Darnell Tyler, NBC Universal

2/A

Letter No. 279

RECEIVED
JAN 13 2011
BY: M Salazar

Randall Rumage
1910 Mount Olympus Drive
Los Angeles, CA 90046

January 11, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

According to the Draft Environmental Impact Report for the Evolution Plan, NBC Universal is planning to make a major investment in its property. This investment is coming at just the right time. Of all the elements in the DEIR, I think transit management improvements stand out as a major benefit to our community.

Linking transit to housing is the key to success. It will bring us into the 21st Century and dramatically change the way people live and work. Improving the intersections surrounding the property will help alleviate traffic congestion. Let's help NBC Universal make this investment by approving the project.

Sincerely,

Randall Rumage

Randall Rumage

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 280

Jon Foreman <jon.foreman@lacity.org>

Response to NBC Universal Evolution Plan Draft Environmental Impact Report (DEIR)

Samuels, Joel G. <jsamuels@sidley.com> **Fri, Feb 4, 2011 at 3:11 PM**
To: jon.foreman@lacity.org

Mr. Foreman:

Please see attached correspondence, in response to the NBC Universal Evolution Plan Draft Environmental Impact Report ("DEIR"). Thank you.

Joel Samuels

3269 N. Knoll Drive

Los Angeles, CA 90068

(213) 896-6030 (day)
(323) 845-0722 (work)

jsamuels@sidley.com (e-mail).

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****
This e-mail is sent by a law firm and may contain information that is privileged or confidential. If you are not the intended recipient, please delete the e-mail and any attachments and notify us immediately.

****

2 attachments

JGS Response to Universal DEIR.pdf
223K

Hollywood Knolls Community Club Evolution Plan DEIR Response.pdf
138K

February 4, 2011

VIA E-MAIL (WITH RETURN RECEIPT)

Jon Foreman **(jon.foreman@lacity.org)**
Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report ("DEIR")
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

I write in response to the above DEIR, to express my strong concerns about the proposed NBC Universal Evolution Plan (the "Project"). All comments should be considered as questions, and I respectfully request responses to each issue examined.

Introduction and Background

My wife and I have been residents of the Hollywood Knolls neighborhood (the neighborhood immediately east of Barham Blvd., and immediately north of Cahuenga East on the south) since September 2000. We have a young child, who is almost 7 years old. We look forward to spending the rest of our lives in this community, which we love.

We are extremely fearful that approval and construction of the Project will irremediably and adversely affect the quality of life in our neighborhood and adjacent communities, including Hollywood Manor, Lakeridge, Toluca Lake, and Cahuenga Pass. All of these communities are bucolic suburban areas, and are not part of some "urban" core as the DEIR seems to assume. Our neighborhood and surrounding areas are hillside communities comprised largely of single-family residences, which are lush with ample trees and vegetation, a vast profusion of wildlife and other flora and fauna, relatively clean air (at least for Los Angeles). They are quiet communities, with the occasional exception of late-night noise from Universal Studios (particularly in Hollywood Manor, and particularly during the Hollywood Horror Nights promotion in the fall). There are thousands and thousands of families who live in this area, in what they thought were suburban bedroom communities.

The DEIR promises a 20-year long assault on our communities, and then, after construction is completed, a substantial alteration in the character of our neighborhoods. Traffic will unquestionably proliferate substantially, as the hoped-for additional throngs of tourists come to the expanded Universal Studios, as the thousands and thousands of new residents get in their cars to go to work every morning and return home in the evening, and as patrons come for lunch and

dinner to the new restaurants and shops attended to by low-wage workers (whose jobs will pale in economic significance to the studio jobs that otherwise could be created by utilization of the historic backlot for studio expansion). During the very lengthy construction period, we are promised massive noise, dust, pollution, gridlocked traffic, and a concerted assault on our neighborhoods' trees and wildlife.

Process Issues and Problems

A few words at the outset regarding the unfairness of the DEIR process. First, the massive DEIR is the product of years and years of work by Universal's paid consultants and lawyers, who dictated how lengthy it would be, and how it would be organized so as to make it difficult for readers to follow (with charts and tables requiring a reader to literally go back and forth from volume to volume just to follow the detail). Universal elected to release the DEIR just prior to the holiday season, including Thanksgiving, Christmas, and the New Year's holiday. We were given only 90 days to respond to this massive tome, at the most inconvenient time of the year. Universal did this on purpose, so as to make it as difficult as possible for ordinary citizens to review the DEIR and prepare cogent responses.

Further, we object to the deliberate bifurcation of the Evolution Plan and the MTA Project with separate DEIRs, as these are and should be considered to be a single project. They are related to one another physically, economically, by unity of ownership and economic interest on the part of Universal, and by the combined effect of these projects on our communities in terms of traffic, noise, pollution, impact on wildlife and the environment, impact on utilities and other infrastructure, and a myriad of other combined effects. Both the MTA Project DEIR and the Evolution Plan DEIR refer to one another on multiple occasions, and the Evolution Plan DEIR makes a variety of assumptions that are based upon and presume the approval and construction of the MTA Project.

Adoption and Incorporation of HKCC and CUSG Comment Letters

I am in receipt of a copy of the attached comment letter, dated February 4, 2011, delivered on behalf of the Hollywood Knolls Community Club ("HKCC"). I am a member of the Board of Directors of the HKCC. I adopt and incorporate by reference all of the comments, questions and analysis set forth in the HKCC comment letter.

In addition, I am advised that the Communities United for Smart Growth ("CUSG") has prepared and is delivering to you a separate comment letter, in excess of 100 pages long, setting forth a myriad of comments, questions and analysis regarding the numerous shortcomings with the Project and the DEIR. I also adopt and incorporate by reference all of the comments, questions and analysis set forth in the CUSG comment letter.

I am a private resident who does not have the time, or the means, to hire my own lawyers and consultants to rebut the numerous assumptions and logical fallacies set forth in the DEIR. I nonetheless remain concerned that approval of the Project as proposed in the DEIR would have a deleterious impact on the quality of life for my family, our neighbors and our community. I know that there are supporters of the Project other than Universal, including a number of labor

unions who hope to obtain construction jobs related to the Project, and real estate interests who hope to profit on the leasing of commercial space and the sale of residential units within the Project. My interest is in having a livable community, that is not choked with traffic, made unhealthy from smog, made unlivable by noise, denuded of trees and wildlife. The construction jobs will be temporary, and most will go to people who do not live in our community and who are only interested in the short-term paychecks they will earn. While the project is under construction, they will cash their paychecks as they live in whatever communities they live in, while our community will suffer. After construction, they will move on to the next job site. We, on the other hand, will be left to deal with the choking increases in traffic, visual blight from construction and electronic billboards, additional noise adversely affecting the quality of life in our bedroom communities, increases in air and water pollution, overloading of our electrical grid and other creaking infrastructure, competition for scarce water resources, production of additional solid waste putting increasing pressure on our sewer system and landfills, overcrowding of our local schools, and a myriad of other dislocations that will adversely affect our quality of life. As currently proposed, this Project is way too intense, way too broad in size and scale given the surrounding communities, and an unwelcome alteration to our overall quality of life.

Very truly yours,

Joel G. Samuels

JGS/j

Joel G. Samuels
3269 N. Knoll Drive
Los Angeles, California 90068
(213) 896-6030 (day)
(323) 845-0722 (night)
jsamuels@sidley.com (e-mail)

Letter No. 281

Jon Foreman <jon.foreman@lacity.org>

RE: NBC Universal "Evolution Plan" ENV-2007-0254-EIR

Newse825@aol.com <Newse825@aol.com> **Wed, Feb 2, 2011 at 10:57 PM**
To: jon.foreman@lacity.org

I vehemently protest NBC Universal's "Evolution Plan." The traffic congestion, air pollution, and nightmare it presents is unthinkable. It's bad enough now to try and get around that area during weekday drive time and weekends....especially Friday and Saturday nights...not to mention the morning drive and evening drive during normal work hours. Then add the summer tourists and you've already got a gargantuan mess.

Try driving on Cahuenga any time of day between Barham and Lankershim. Universal can't even get that small stretch of road paved decently. I know, that's the city's responsibility but Universal supposedly makes sure it works now....it DOESN'T!

Please add my name to the list of residents that are against this nightmare expansion. I look forward to change and expansion in our infrastructure, but this is NOT THE TIME....AND ESPECIALLY NOT THE RIGHT PLACE!

Cindy Sanders
4225 Mary Ellen Avenue
Studio City, CA 91604
newse825@aol.com

Letter No. 282

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR

Lisa Sarkin <lsarkin@scnc.info> **Thu, Feb 3, 2011 at 6:59 AM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org, mariana.salazar@lacity.org

Good Morning -

We will have our response ready to deliver to you tomorrow. What is a good time to see you?

Best regards,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 283

Jon Foreman <jon.foreman@lacity.org>

PRB - Evolution

Lisa Sarkin <lsarkin@scnc.info> **Tue, Jan 18, 2011 at 3:17 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org

Hi Jon - Please forward this question to the appropriate department. Thanks, Lisa

---------- Original Message ----------
Subject: Re: PRB - Evolution
From: "Jennifer Driver" <jennifer.driver@lacity.org>
Date: Tue, January 18, 2011 3:05 pm
To: lsarkin@scnc.info
Cc: kadedo@earthlink.net

Hi Lisa,
Unfortunately, I don't think you can add another point to the motion without it going before the full board.

Thank you,
Jennifer

On Sat, Jan 15, 2011 at 2:13 PM, Lisa Sarkin <lsarkin@scnc.info> wrote:

> Hi Ladies - I just found this part of the DEIR and want to know if it can
> be added into the PRB's letter:
>
> "The US 101 Interchange Improvements at Universal Terrace Parkway (Campo de
> Cahuenga Way) would require the use of Metropolitan Transportation Authority
> and Caltrans Park and Ride Facility overflow lot ("Caltrans Overflow Lot")
> along Ventura Boulevard; and the Metro Transportation Authority and County
> Park and Ride Facilityoverflow lot, also along Ventura Boulevard ("County
> Overflow Lot") for construction staging. If Phase 1 of the proposed Metro
> Universal project is constructed prior to the construction of the US 101
> Interchange Improvements, the temporary loss of parking in both of these
> overflow parking lots would be accommodated in the proposed Phase 1 Metro
> Universal parking facility. If the Metro Universal project is delayed or
> does not goforward, the temporary loss of parking in the overflow parking
> lots would be addressed by the Applicant providing substitute parking in the
> vicinity and shuttle service from the substitute parking to the Universal
> City Metro Red Line Station during the hours of operation of the Red Line."
>
> This would significantly affect Ventura Blvd. in Studio City, plus where
> would they put the overflow parking?
>
>
>
>
> Lisa Sarkin
> Studio City Neighborhood Council Board Member
> Chair - Land Use Committee
> SCNC (818) 655-5400 home office (818) 980-1010
> fax (818) 980-1011 cell (818) 439-1674

--
Jennifer Driver
Los Angeles City Planning Department
6262 Van Nuys Blvd., 351
Van Nuys, CA 91401
Phone: (818) 374-5034 | Fax: (818) 374-5070

Schedule: M-F 8:30 am - 6:00 pm
Regular Day off every other Friday (11/5, 11/19, 12/3, 12/17, 12/24)

P Please consider the environment before printing this e-mail.

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

untitled-[2]
3K

Letter No. 284

Jon Foreman <jon.foreman@lacity.org>

Evolution Plan

Lisa Sarkin <lsarkin@scnc.info> **Fri, Jan 7, 2011 at 6:37 AM**
Reply-To: lsarkin@scnc.info
To: Jon Foreman <jon.foreman@lacity.org>

Hi Jon - Please explain to us what the city's jurisdiction is as the lead agency? Thanks, Lisa

[Quoted text hidden]

Letter No. 285

Jon Foreman <jon.foreman@lacity.org>

Evolution Plan

Lisa Sarkin <lsarkin@scnc.info> **Wed, Jan 5, 2011 at 4:36 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org
Cc: bendiben@earthlink.net, BSaltsman@bos.lacounty.gov

Dear Jon:

I've just driven around the Universal property looking for the required county east/west road. On the ZIMAS map for this area, it shows the east/west road along the river from Barham to Lankershim, but there are buildings already built in that right-away. Why were buildings allowed to be built in that area? The proposed east/west road on Buddy Holly Drive does nothing to reduce the traffic at Universal Hollywood Drive and Lankershim Blvd. away from the freeway and freeway underpass. Why would this be the proposed road?

Best regards,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 286

Jon Foreman <jon.foreman@lacity.org>

Evolution

1 message

Lisa Sarkin <lsarkin@scnc.info> **Fri, Dec 24, 2010 at 2:52 PM**
Reply-To: lsarkin@scnc.info
To: mariana.salazar@lacity.org
Cc: jon.foreman@lacity.org, renee.weitzer@lacity.org, BSaltsman@bos.lacounty.gov

Hi Mariana - I think when you read this email it will be after Christmas, so I hope you had a great holiday.

Many people at the community meeting spoke of a new road. I believe that is the north/south road within the residential area.

The DEIR requests relief of the east/west road along the river. What would replace that east/west road? I am unable to find any alternate east/west street in the DEIR. Will Buddy Holly Drive connect Barham and Lankershim? Please tell me where to find this information.

Thanks so much,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 287

Jon Foreman <jon.foreman@lacity.org>

Extension of Comment Period

Lisa Sarkin <lsarkin@scnc.info> **Mon, Dec 20, 2010 at 1:00 PM**
Reply-To: lsarkin@scnc.info
To: michael.logrande@lacity.org
Cc: jon.foreman@lacity.org, mariana.salazar@lacity.org

Hi Michael:

I've recently been told that Zev has requested a further extension of time for the comment period on Evolution. Has that been granted? I hope so.

Happy Holidays,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 288

Jon Foreman <jon.foreman@lacity.org>

Complete Comments: NBC Universal Evolution Plan

1 message

hippolady@roadrunner.com <hippolady@roadrunner.com> Mon, Dec 20, 2010 at 10:46 AM

To: jon.foreman@lacity.org
Cc: mariana.salazar@lacity.org

Name: Lisa Sarkin (speaking personally)
Organization: Studio City Neighborhood Council
Address: 11603 Kelsey Street, Studio City 91604
Phone: (818) 980-1010 home (818) 439-1674 cell

My comments are simple with respect to Studio City, please consider them to be questions:

The current proposed project, NBC Universal Evolution Plan, is too large for the southeast valley and the proposed City Specific Plan takes away too many checks and balances from the local communities.

Unfortunately, the city and county did not take the advice of the Studio City Neighborhood Council to combine the two projects on both sides of Lankershim Blvd. and on Barham Blvd. into one EIR. BUT the Evolution DEIR mentions the Metro/Universal Project with combined mitigations that do not satisfy the communities for Metro alone. Shared parking is proposed in an area that already has major parking problems. There is no circulation in the area, but removing the required East/West street is being requested. The consideration that the residential community on the east side of the lot is Metro adjacent is not mitigated by a shuttle service through the lot or onto Barbam Blvd., Ventura Blvd., Cahuenga Blvd., Moorpark Street or Riverside Drive.

Numerous places in the Metro DEIR unavoidable impacts are listed, so adding the Evolution to these mitigations will make those unavoidable impacts even more pronounced. Plus, the Metro mitigations do not reduce the level of significance for Studio City, because Studio City is listed as only a hillside community. Studio City's boundaries are: (from the SCNC Bylaws)

NORTH: Coldwater Canyon Boulevard where it intersects US-101 (Ventura Freeway); Ventura Freeway; US-101 / CA-134 / CA-170 freeway interchange.
EAST: US-101 / CA-134 / CA-170 freeway interchange; US-101 (Hollywood Freeway); Vineland Avenue; Whipple Street; Lankershim Boulevard to Fredonia Drive (excluding the two-acre parcel on the west side of Lankershim owned by Universal Studios, described as Lots 1, 2 and 3 of Tract 25507 and portion of lot 279 of Lankershim Ranch and Water Company, also know as the "Hotel / Post Office parcel"); the border between zip codes 91604 and 90068; border between zip codes 91604 and 90068 where it intersects Mulholland Drive (just west of Torryson Place at approximately 7700 Mulholland Drive).
SOUTH: Border between zip codes 91604 and 90068 where it intersects Mulholland Drive (just west of Torryson Place at approximately 7700 Mulholland Drive); Mulholland Drive; intersection of Mulholland Drive and Split Rock Road.
WEST: Intersection of Mulholland Drive and Split Rock Road; sightline to the southern terminus of Longridge Avenue; Longridge Avenue; (all following descriptions are the border between zip codes 91604 and 91423 until it reaches the intersection of Kling Street and Coldwater Canyon Boulevard) Ventura Boulevard; Fulton Avenue; Valleyheart Drive north of the Los Angeles River; Ethyl Avenue; Sarah Street; Van Noord Avenue; Kling Street; Coldwater Canyon Boulevard; Coldwater Canyon Boulevard where it intersects US-101 (Ventura Freeway).

The errors and omissions related to Studio City were outlined in the responses from the SCNC, Studio City stakeholders, including myself, during the Metro DEIR process. I am disappointed that these changes were not made in the Evolution DEIR. Many of the documents provided by the Evolution DEIR are outdated and need to be updated. The city is currently rationing water, brown outs have occurred at times and schools are no longer year round, to name a few.

The current DEIR puts all of the services required by a residential community to be placed in the City of Los Angeles at a time when the current residents are receiving little to no services. All of the southeast valley schools are filled over capacity. The current residents are being bombarded with increasing fees but streets, sewer capacity, water, power and all other services are being reduced. The infrastructure of the southeast valley cannot absorb any further development without a restructuring and improvement to the infrastructure. The current capacity of the 101, 134 and 170 freeways and Lankershim Blvd, Ventura Blvd, Cahuenga Blvd. and Barham Blvd. must be improved if the proposed Metro and/or Evolution developments are to go forward in any form.

How do the southeast valley communities absorb any more density with the currently proposed mititations? What types of jobs are really being proposed? Where are the community safeguards and involvement in the decisions? When are the current residents considered in the project compliance? How can unavoidable impacts be reduced to a level of insignificance, instead of being proposed at all?

I request that a combined EIR is for both the Metro/Universal Project and the NBC Universal Evolution Plan be required for these two developments and that no shared mitigations be considered.

Letter No. 289

Jon Foreman <jon.foreman@lacity.org>

Personal comments on the DEIR ENV-2007-0254-EIR

1 message

hippolady@roadrunner.com <hippolady@roadrunner.com> **Mon, Dec 20, 2010 at 10:43 AM**

To: jon.foreman@lacity.org
Cc: mariana.salazar@lacity.org

Name: Lisa Sarkin (speaking personally)
Organization: Studio City Neighborhood Council
Address: 11603 Kelsey Street, Studio City 91604
Phone: (818) 980-1010 home (818) 439-1674 cell

My comments are simple - the current proposed project, NBC Universal Evolution Plan, is too large for the southeast valley and the proposed City Specific Plan takes away too many checks and balances from the local communities.

Unfortunately, the city and county did not take the advise of the SCNC to combind the two projects across Lankershim Blvd. in one EIR. BUT the Evolution DEIR mentions the Metro project with combined mitigations that do not satisfy the communities for Metro alone. Numerous places in the Metro DEIR unavoidable impacts are listed, so adding the Evolution to these mitigations will make those unavoidable impacts even more pronounced, plus the Metro mitigations do not reduce the level of significance for Studio City, because Studio City is considered only a hillside community.

Letter No. 290

Jon Foreman <jon.foreman@lacity.org>

Evolution

1 message

Lisa Sarkin <lsarkin@scnc.info> **Wed, Dec 15, 2010 at 2:24 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org

Hi Jon - I hope you are over Monday's meeting. Are you able to reply to this email I send on Monday now? Please also email me the City Master Land Use Application. Thanks so much and Happy Holidays, Lisa

Hi Jon - I am unable to attend the meeting tonight. Good
luck!!
I've tried to locate within the DEIR, letters from the DWP and
Public Works Department related to their part in water and infrastructure availability for this project. If I've missed it, please let me know where it is. If it isn't there, can you supply them to me?
Thanks so much and Happy Holidays,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
(818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

untitled-[2]
1K

Letter No. 291

Jon Foreman <jon.foreman@lacity.org>

Evolution

1 message

Lisa Sarkin <lsarkin@scnc.info> **Sun, Dec 12, 2010 at 1:23 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org

Hi Jon - I am unable to attend the meeting tonight. Good luck!!

I've tried to locate within the DEIR, letters from the DWPand Public Works Department related to their part in water and infrastructure availability for this project. If I've missed it, please let me know where it is. If it isn't there, can you supply them to me?

Thanks so much and Happy Holidays,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 292

Jon Foreman <jon.foreman@lacity.org>

DEIR - checklist

Lisa Sarkin <lsarkin@scnc.info> **Mon, Nov 15, 2010 at 11:19 AM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org
Cc: bendiben@yahoo.com, ritav@earthlink.net

Hi again - sorry but I noticed that the DEIR is dated 2007, things have changed since then, so how is the DEIR updated three years later?

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 293

Jon Foreman <jon.foreman@lacity.org>

Evolution Checklist

Lisa Sarkin <lsarkin@scnc.info> **Mon, Nov 15, 2010 at 11:16 AM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org
Cc: bendiben@earthlink.net, ritav@earthlink.net

Hi Jon - I'm reviewing the checklist and find that Vision Plan is still used throughout. Am I correct that the Evolution Plan is different from Vision, so should that be corrected? May I ask specifically why 100 Universal City Plaza was used for the address? Should there be an address in the City of Los Angeles too? Also, the zip code 91608 is fully in the county, will there be another zip code for the new city portion of the lot?

Best regards,

Lisa Sarkin
Studio City Neighborhood Council Board Member
Chair - Land Use Committee
SCNC (818) 655-5400 home office (818) 980-1010
fax (818) 980-1011 cell (818) 439-1674

Letter No. 294

Jon Foreman <jon.foreman@lacity.org>

Evolution DEIR

Lisa Sarkin <lsarkin@scnc.info> **Wed, Nov 3, 2010 at 4:39 PM**
Reply-To: lsarkin@scnc.info
To: jon.foreman@lacity.org

Jon - please use this address for Ben. So sorry. Lisa

> Actually, my address is 3621 Buena Park Dr. Studio City Ca 91604
> Thanks.
> Ben Di Benedetto
>
>
>
> This is a confidential communication. If you are not the intended
> recipient,
> please email back to advise us and delete the email without reading or
> opening any attachments. Nothing contained in this e-mail shall be
> considered a legally binding agreement, amendment or modification of any
> agreement, each of which requires a fully executed agreement to be
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> individual
> or entity named above.
>
> -----Original Message-----
> From: Lisa Sarkin [mailto:lsarkin@scnc.info]
> Sent: Wednesday, November 03, 2010 4:33 PM
> To: ritav@earthlink.net; bendiben@earthlink.net
> Subject: [Fwd: Re: Evolution DEIR]
>
> FYI

[Quoted text hidden]

Letter No. 295

Jon Foreman <jon.foreman@lacity.org>

Evolution DEIR

Lisa Sarkin <lsarkin@scnc.info> **Wed, Nov 3, 2010 at 4:32 PM**
Reply-To: lsarkin@scnc.info
To: Jon Foreman <jon.foreman@lacity.org>

Hi Jon - I received the notice today at my home address. The addresses for Rita and Ben are:

Rita Villa 4117 Farmdale Avenue, Studio City, 91604

Ben Di Benedetto 321 Buena Park Drive, Studio City, 91604

Thank you for notifying us of anything going on and for the hard copy.

Talk to you soon. Lisa
[Quoted text hidden]

Letter No. 296

Jon Foreman <jon.foreman@lacity.org>

opposition to NBC/ Universal plan.

Diana Schmedeman <diana.schmedeman@yahoo.com> **Fri, Feb 4, 2011 at 5:58 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,
I am writing to express to you my strong opposition to the proposed project for 5 MILLION square feet of new residential and commercial space in this area. Anyone who has spent a fraction of time on Barham Blvd. knows this already congested thoroughfare cannot possible facilitate an 80% increase in traffic. Nor do we wish to sustain significant impacts to our air quality, noise and solid waste.
We live in the Hollywood Dell and are affected daily by the congestions. Thousands of people use these roads daily to get to Burbank, Warner Brothers, Universal Studios and Toluca Lake. Even if there is a separate entrance for the Evolution Plan project (as I have been told has been proposed) the additional population of the area will certainly have an adverse affect - regardless of the additional jobs and revenue it may create.

In all honesty, I am not even sure how a project like this can even be considered, since it is so obviously in violation of the California Environmental Quality Act. Which, as I'm sure you know, basically states the following: "under the principle of CEQA, a proponent cannot create an impact without mitigating for it. In other words, a project must not contribute individually or cummulatively to the degradation of the California environment."

Please consider my voice and the voices of all my neighbors who feel the same way. WE DO NOT want this proposed project to become a reality.

Sincerely,

Diana and Patrick Schmedeman
2225 Holly Drive
Hollywood 9068

2/9

Letter No. 297

William Schmidt
4262 N Clybourn Ave
Burbank, CA 91505

Planning Dept.
Attn: Jon Foreman
City of Los Angeles
200 North Spring Street,
Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing in support of the NBC Universal plans.

I live in Toluca Lake/Burbank, an area that will certainly be impacted by the upcoming construction (we can hear the sounds of the shows up at Universal if the wind is right). But that doesn't matter to my family because what we will hear is the sound of jobs being created and excitement coming to our neighborhood.

We will also happily undergo the inconvenience of the Barham/Cahuenga corridor construction for the same reasons.

This plan will provide a needed boost to the region's economy and I can tell you that my family hopes to take advantage of the permanent jobs that will be created.

Respectfully,

William Schmidt

William Schmidt

cc: Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Los Angeles Mayor Antonio Villaraigosa
LA County Supervisor Zev Yaroslavsky
City Councilmen Tom LaBonge and Ed Reyes
Darnell Tyler, NBC Universal

Letter No. 298

January 28, 2011

Mr. Jon Foreman
Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: NBC Universal Plan (ENV-2007-0254-EIR)

Dear Mr. Foreman:

I did not realize the extent of the new housing proposed as part of this NBC Universal plan, but I think this will provide a good opportunity to build infill housing in a location that is served by the Red Line, buses and planned shuttles.

Although there are constraints in the housing market now, we can surely expect it to rebound in the future. Since this is a 20 year plan, it will be poised to create new residential housing as demand rebounds. And, when that happens, it will be ideal to have that new housing served by mass transit.

Sincerely,

Sol Schor
11985 Wood Ranch Road
Granada Hills, CA 91344

CC: Mayor Villaraigosa
Councilmember LaBonge
Councilmember Reyes
County Supervisor Yaroslavsky
Director of City Planning LoGrande
Director of County Planning Bruckner
Darnell Tyler, NBC Universal

Letter No. 299

Carson Schreiber
3624 Coldwater Canyon Ave.
Studio City, CA 91604

January 11, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference #: File ENV-2007-0254-EIR

Dear Mr. Foreman:

As a Studio City homeowner since 1964, Chairman of the Dean's advisory board of directors for the College of Arts, Media and Communication at California State University Northridge and President of the Kiwanis Entertainment Industry Group – Studio City, I believe the NBC Universal Plan will help spur economic activity in the entertainment sector.

I appreciate the City of Los Angeles' thorough analysis of the Universal project and am genuinely thankful to see in the environmental impact report that the studio plans to invest in its production facilities with new sound stages. Many in the entertainment business have voiced concerns about movie and television work moving out of Los Angeles. The entertainment industry is vulnerable, and we need the studios to reinvest here in Southern California to ensure that good, high paying jobs stay. Companies like Universal need the city's help to do business here and make sure Los Angeles remains the leader in film and television.

Regards,

Carson Schreiber

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 300

Jon Foreman <jon.foreman@lacity.org>

Universal Project

1 message

Gary Schroeder <54geschroeder@sbcglobal.net> **Wed, Jan 19, 2011 at 4:52 PM**
To: Jon.Foreman@lacity.org

Hi Jon I have lived in the Hollywood Knolls for the 55 years and have seen the growth grow dramatically without any improvements to the roads to handle more traffic. The traffic on Barham and Cahuenga is already gridlock for several hours in the morning and in the evening. Universal has the right to develop the property but the density should be comparable to the surrounding neighborhoods. The should be required to put in a road parallel to Barham and extend Forest Lawn Dr to access it. This would help access to the universal property from both sides. I realize big money comes in and the rules get changed but they should be treated like everyone else. If this goes through as planned it will decrease the property values of all of us who own property in the area. If you don't live in the area think of all the people who do when you make the plans.
Regards Gary Schroeder

Letter No. 301

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Plan

Karen Schroeder <kschroeder01@sbcglobal.net> **Wed, Feb 2, 2011 at 8:23 AM**
To: jon.foreman@lacity.org

Hello Mr. Foreman, I would like to express my concerns about the proposed NBC/ Universal expansion (ENV-2007-0254-EIR). The plan, as proposed, looks like it only benefits NBC Universal. The density of housing, retail and office space is too high. The traffic plan is dreadful. It does not create a new traffic lane to the Metro line train; it simply dumps more traffic on an already over-burdened Barham Blvd. and Lankershim Blvd. Please consider the requirement of an extension of Forest Lawn through to Lankershim and a parallel street to Barham to access the 101 and Cahuenga.
Thank you,
Karen Schroeder

Letter No. 302

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR

John Schultz <jjslindo@yahoo.com> **Fri, Feb 4, 2011 at 8:40 AM**
To: jon.foreman@lacity.org

Mr. Foreman,
I understand you are the Senior City Planner and Project Coordinator for the above plan, file no. ENV-2007-0254-EIR.

I am a resident neighbor of Universal, and have been for nearly 20 years. Naturally I have concerns to share and questions to ask which I look forward to seeing answered in the FEIR.

My Comments/Questions:

What steps are guaranteed with-in each phase of construction to avoid any further degradation of the California environment? Will you be using non-biased outside entities to monitor such potential impacts? If so, what entity do you plan on contracting, and if not, why not?

Wildlife Displacement -- What is the plan for wildlife displacement? The land you are planning to develop is currently home to coyotes, deer, rabbits, and several species of birds, as well as sundry smaller life forms. When will you move them? To where? How will you assure that all have been displaced? Who will do this work for you?

Construction Noise Impact - The noise from Universal is already so disruptive that Universal has a program offering free parking, etc, to surrounding neighbors. How can you guarantee, and what steps exactly will you take, to insure that noise levels do not increase during the lengthy construction phase, as well as after it?

Traffic Flow - Both ends of the Barham Blvd. corridor (Cahuenga West to Forest Lawn) currently face rush hour gridlock. I need to turn left off of Cahuenga West onto Barham to return home from work in the evening. Currently, the wait to turn left onto Barham goes back more than twice the length of the turning lane. Cars line up far past the 101 on/off ramp and beyond, shutting down one of the southbound lanes on Cauhenga West and creating unsafe gridlock. An increase in traffic flow to this area is inconceivable to anyone who has to live with the current levels of traffic. What are the exact plans for traffic flow improvements? How will such improvements be paid for? Are they guaranteed as part of the project? What is the plan for traffic flow during the disruption caused when creating the improvements?

Neighborhood Safety: Given the above gridlock, it is far faster for me, when returning home from work, to go up Mullholland, cross the 101, and enter my neighborhood, Hollywood Knolls, via the "back", heading up Wonderview and cutting through the narrow windy streets to my house. As a parent of a young child, and knowing how very many children there are in this neighborhood, I drive carefully. But unfortunately, each week we see more and more cars using our neighborhood as a 'cut through" to avoid the gridlock on Barham. These are frustrated people in a hurry, and tend to speed through our neighborhood at excessive and dangerous speeds. The increase in cut throughs in the 15 years I have lived in this neighborhood is unbelievable. "No right turns" signs, such as those posted along Cahuenga East into Hollywood Knolls, are a meaningless deterrent. What steps are planned to stop neighborhood cut-throughs? How can you ensure their effectiveness? Will they allow residents to enter their own neighboorhoods - the idea should be to stop cut-throughs, not residents. What plans are in place to help alleviate the constant speeding that takes place on our roads?

Emergency Reponse - What measures will be taken to guarantee that Emergency Response Time from fire and EMS and police responding to surrounding neighborhoods will not be diminished by the increased traffic flow the project will create? It is already very difficult for fire engines to get from Cahuenga West to Barham given the gridlock -- there is literally no where for the cars to move out of the way sometimes. If people in Lake Hollywood area need EMS or Fire, their lives could be in danger with these delays. What studies are planned to make sure the delays do not get worse?

Economic Impact - Given the generous rebates offered in other states and countries to film production and post

2|A

production, what is the plan to lure productions to stay in Los Angeles and use the new production facilities? Does this plan include an economic feasability section that shows how, at the bottom line, the rates at Universal will compete and beat the reduced rates of New Zealand or Canada? If not, why not? If so, has an outside neutral party vetted your figures?

Budget - What is the plan to pay for the development's overages? How are these estimated? By whom?

After Construction: Who will be responsible for the project after it is complete? Have long term environmental, noise, and traffic studies been completed? How far into the future?

I look forward to your response and hope this project will move forward only if it is certain there will be no negative impacts. My final question is: Is this project necessary?

Thank you for your attention,

John Schultz
3130 Lindo St.
L.A. CA 90068

Letter No. 303

Jon Foreman <jon.foreman@lacity.org>

Comment on DEIR Universal Expansion Project

Jackie Sharp <jaxoh@aol.com>
To: jon.foreman@lacity.org

Thu, Feb 3, 2011 at 8:24 PM

February 4, 2011

Jon Foreman

Senior City Planner/Project Coordinator

Department of City Planning Universal City Projects Unit

200 N Spring Street, Room 273-A

Los Angeles, California 90012

RE: Universal Expansion Project

Dear Mr. Foreman:

My grandfather moved to Toluca Lake in 1927. My parents moved to Toluca Lake in 1956. I have lived her most of my life. I know a thing or two about the area and how it's developed historically. I've seen what works and what doesn't. The proposed Universal Expansion Project is just a very, very bad idea for the area.

The current Universal/GE Expansion project is completely unsuitable for the area. While the DEIR is a cumbersome, yet convenient source of boatloads of data, some very basic points are never addressed: Should this be built? Does this belong here?

Instead, the data hopes to shore up a rationale as to how it could happen. The DEIR backs into the premise that everyone wants this built and here's some paper to make it do-able. Except that it's not do-able. It's not do-able from a traffic perspective. It's not do-able from a pollution (air, solid waste, water) perspective. It's definitely not do-able from a public safety perspective.

The property's history of crime, noise and fires is unknown in the DEIR. Nothing is said about the 2008 Universal fire. The fire required 400 firemen, units from throughout Southern California and tens of hours to control. The DEIR does not address what the community endured in air pollution and debris as a result of the fire. The Universal fire of 2008 is a perfect example of the type of situation a DEIR tries to address, but results in "Oops, we were wrong! Sorry!" when truly tested in real life events. When the fire erupted it was a strain on regional fire services. When the fire raged, there was no water pressure and the DWP could not improve it. How will this change?

The DEIR gives various cross-referencing explanations about what will be built, but frankly, it's not to be believed. In fact, there is no detailed explanation of how the failures realized in the 2008 fire will not occur again. In the DEIR, the fire simply has no mention, as if it was never a problem.

The DEIR states rather clearly that the fire services of both the City and County must expand. Universal offers to pay for the 2 additional full time inspectors that will be needed. The DEIR states that the local fire stations are inadequate and must be improved, more equipment purchased and more staff hired. A reference is made to bond funds raised by Prop. F passed in 2000 as a solution. The Prop F funds have been allocated to specific projects throughout Los Angeles for years. Most of the projects are completed now. Any pending projects have budgets and allocations already. There is no Prop. F money for fire stations near the Universal Expansion Project. Citing Prop. F as a mitigation is a FALSE statement.

The local community fire stations are small, single engine stations with 6 or fewer employees. The Universal Expansion Project proposes 2900 new "residences" as well as numerous high-rise buildings and millions of square feet of commercial space. NONE of the fire stations in the area are equipped or trained for high-rise building fires.

The State of California and especially the City and County of Los Angeles do not have the money to hire additional fire services staff, nor to equip them. The current economic climate is projected to continue for a decade. Where will the money come from to buy fire trucks and hire staff that this project will require?

Who will pay for what's needed, the taxpayer? The DEIR is fatally flawed as it does not address realistic solutions to the fire services deficiencies in the project. There is no money for new facilities, equipment, staffing and training that will be necessary to provide for the public's safety. The DEIR is fatally flawed because the issue is not addressed realistically nor truthfully and therefore is "un-

mitigatable." As an un-mitigatable, it should have been listed as such in the DEIR. It was not.

The local community cannot absorb the deficiencies perpetuated in the flawed DEIR document. Nor can the community absorb un-mitigatable traffic, noise and air pollution.

The answer to the basic question of whether this project should be build is a glaringly obvious, "NO." The city, county elected and appointed officials violate their fiduciary duty to the citizens of the city and county by approving this project.

The area is already fully maxed out with the noise, traffic and other pressures of the site's current activities. Adding more gasoline to a raging, pressured situation is simply a crime.

Sincerely,

Jacqueline Sharp

4624 Placidia Ave.

Toluca Lake, CA 91602

jaxoh@aol.com

DEIRUNIVERSALLETTERFEB32011.DOC
122K

February 4, 2011

Jon Foreman
Senior City Planner/Project Coordinator
Department of City Planning Universal City Projects Unit
200 N Spring Street, Room 273-A
Los Angeles, California 90012

RE: Universal Expansion Project

Dear Mr. Foreman:

My grandfather moved to Toluca Lake in 1927. My parents moved to Toluca Lake in 1956. I have lived her most of my life. I know a thing or two about the area and how it's developed historically. I've seen what works and what doesn't. The proposed Universal Expansion Project is just a very, very bad idea for the area.

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California and tens of hours to control. The DEIR does not address what the community endured in air pollution and debris as a result of the fire. The Universal fire of 2008 is a perfect example of the type of situation a DEIR tries to address, but results in "Oops, we were wrong! Sorry!" when truly tested in real life events. When the fire erupted it was a strain on regional fire services. When the fire raged, there was no water pressure and the DWP could not improve it. How will this change?

The DEIR gives various cross-referencing explanations about what will be built, but frankly, it's not to be believed. In fact, there is no detailed explanation of how the failures realized in the 2008 fire will not occur again. In the DEIR, the fire simply has no mention, as if it was never a problem.

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Who will pay for what's needed, the taxpayer? The DEIR is fatally flawed as it does not address realistic solutions to the fire services deficiencies in the project. There is no money for new facilities, equipment, staffing and training that will be necessary to provide for the public's safety. The DEIR is fatally flawed because the issue is not addressed realistically nor truthfully and therefore is "un-mitigatable." As an un-mitigatable, it should have been listed as such in the DEIR. It was not.

The local community cannot absorb the deficiencies perpetuated in the flawed DEIR document. Nor can the community absorb un-mitigatable traffic, noise and air pollution.

The answer to the basic question of whether this project should be build is a glaringly obvious, "NO." The city, county elected and appointed officials violate their fiduciary duty to the citizens of the city and county by approving this project.

The area is already fully maxed out with the noise, traffic and other pressures of the site's current activities. Adding more gasoline to a raging, pressured situation is simply a crime.

Sincerely,

Jacqueline Sharp
4624 Placidia Ave.
Toluca Lake, CA 91602
jaxoh@aol.com

Letter No. 304

Stuart Shear
3742 Fredonia Drive
Los Angeles, CA 90068

January 12, 2011

Mr. Jon Forman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

In regard to: File#ENV-2007-0254-EIR

Dear Mr. Forman,

With the unemployment numbers still more than 10% in California, it's important to remember that no one is immune to this economic downturn. Los Angeles has been hit hard, and at the end of the day, we need jobs.

I'm not suggesting we take whatever jobs without consideration of the implications of the projects that produce them, but in The Evolution Plan we have a thoughtful project that is good for Los Angeles and produces 43,000 jobs that do not exist today.

I hope the City and County do everything they can to move this project forward.

Sincerely,

Stuart Shear

Cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 305

Jon Foreman <jon.foreman@lacity.org>

NBC Universal expansion - neighborhood impact

Sandy Skeeter <sandy@soundcityent.com> **Thu, Feb 3, 2011 at 3:46 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,
I am all for progress and development. However, I am quite sure that no one has thoroughly thought through the impact of Alternative Project #9 which would expand a narrow, historical, residential road, Forman Avenue, into a 4-lane North South thoroughfare.

Toluca Lake is one of Los Angeles' oldest, historical neighborhoods --home to Amelia Earhart, Bing Crosby and Bob Hope, WC Fields, Ruby Keeler and Al Jolson just to name a few golden oldies. Please do not change the existential quality of our beautiful, tree-lined family neighborhood by including the proposed Forman Avenue extension and in any way carving any roads through Lakeside Golf Course.

Best regards,
Sandy Skeeter
(310) 567-8553

Letter No. 306

THOMAS R. SOULÉ
CERTIFIED PUBLIC ACCOUNTANT
12520 MAGNOLIA BOULEVARD, SUITE 212
NORTH HOLLYWOOD, CALIFORNIA 91607-2350
FACSIMILE (818) 980-0195
TELEPHONE (818) 980-7867

MEMBER
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS

MEMBER
CALIFORNIA SOCIETY OF
CERTIFIED PUBLIC ACCOUNTANTS

February 1, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference #: File ENV-2007-0254-EIR

Dear Mr. Foreman:

I was pleased to see that the City's Draft Environmental Impact Report for the NBC Universal plan concludes that there will be few significant long-term impacts created by the proposed development. It shows that the studio has taken, and is willing to implement, the proper steps to address as many of the negative impacts as possible.

I appreciate Universal's work in developing a thoughtful and well-conceived plan for the future growth of its property and likewise commend the City and County planning departments for their thorough review of the project.

With all of the benefits this plan promises to bring to Los Angeles, and jobs are a key component, I hope that this project will move forward.

Regards,

Tom

Tom Soule
12520 Magnolia Blvd., Suite 212
North Hollywood, CA 91607-2350

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 307

Jon Foreman <jon.foreman@lacity.org>

NBC Universal DEIR

Jane Spigarelli <jspigarelli@earthlink.net> **Tue, Feb 1, 2011 at 9:20 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

As a long-time resident and home owner in the Hollywood Manor, I am gravely concerned about the "Evolution Plan" being proposed by NBC Universal. As the report clearly indicates, our neighborhood cannot support the increase in traffic that would ensue from such a project. No viable traffic mitigation solution has been provided. I urge you, please, don't let this plan go through.

Thank you,
Jane Spigarelli

Letter No. 308

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR questions

Rafal Staros <rstaros26@yahoo.com> **Wed, Feb 2, 2011 at 9:46 AM**
To: jon.foreman@lacity.org

Jon Foreman
Senior City Planner/Project Coordinator
Universal City Projects Unit
200 N. Spring St., Room 601
Los Angeles, CA 90012

RE: ENV-2007-0254-EIR

Dear Jon

I am a resident of the Hollywood Manor and have concerns regarding Universal's Evolution and Metro Project plans. Please find my questions below in regards to ENV-2007-0254-EIR. I look forward to receiving a response to these concerns.

Why were separate DEIRs created for the Metro Universal Project and the Evolution Plan? Are these plans not related to each other? If both plans are implemented, what are the cumulative i mpacts to traffic for the surrounding neighborhoods as well as impacts to quality of life for the Hollywood Manor and the surrounding environment?

What will the $100 million in funding by Universal cover in terms of traffic mitigation? Will Universal fund and oversee physical implementation of traffic mitigations?

Will residents of the Hollywood Manor lose any protective entitlements that they currently possess if the Evolution Plan is implemented?

What is the potential impact to property values to residents of the Hollywood Manor if the Evolution Plan is implemented?

Kind regards,
Rafal Staros
rstaros26@yahoo.com
3363 Charleston Way
Los Angeles, CA 90068

Letter No. 309

NBC UNIVERSAL EVOLUTION PLAN DEIR

RECEIVED
FEB 02 2011
BY: Mralazar

Attention: Jon Foreman

CEQA calls for feasible alternatives to be considered. Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway through an historic golf course and single family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask when was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

John Starr

4426 Sancola Ave

Toluca Lake 91602

Letter No. 310

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR

2 messages

Peggy L Starr <peggystarr@sbcglobal.net> **Tue, Feb 1, 2011 at 10:33 AM**
To: jon.foreman@lacity.org

URGENT

NBC UNIVERSAL EVOLUTION PLAN DEIR.doc
23K

Peggy L Starr <peggystarr@sbcglobal.net> **Tue, Feb 1, 2011 at 10:38 AM**
To: jon.foreman@lacity.org

Must read immediately

Peggy Starr

NBC UNIVERSAL EVOLUTION PLAN DEIR.doc
23K

NBC UNIVERSAL EVOLUTION PLAN DEIR

Attention: Jon Foreman

CEQA calls for feasible alternatives to be considered. Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway through an historic golf course and single family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask when was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

Peggy Starr

4426 Sancola Ave

Toluca Lake 91602

Letter No. 311

February 3, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

Looking at the environmental impact report for NBC Universal's proposal made me appreciate the significant investment being made in the city and county. It is an ambitious plan but one that makes economic sense and considers the future of the city.

L.A. is in need of new investment to spur growth and create employment opportunities. There are few, if any, projects of this scale being proposed in the city that also will contribute in a positive way to the community. The report details how the project will result in thousands of jobs in the film industry, as well as in the construction trades and the ongoing operation of the businesses, hotels and amusement park.

I also think the addition of housing that will be located near public transit is a blueprint for future growth in Los Angeles. A mixed-use project such as Universal's will provide balanced growth and address traffic concerns in the surrounding area. This seems like good planning to me. Please support what I believe is a worthwhile investment for all of Los Angeles.

Sincerely,

Joel Stein

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

11642 Kling Street * North Hollywood, CA 91602-1018

Letter No. 312

Jon Foreman <jon.foreman@lacity.org>

Universal City Development Project

Carl Stensel <cstensel@yahoo.com> **Fri, Feb 4, 2011 at 2:55 PM**
To: jon.foreman@lacity.org

Reference the file number, ENV-2007-0254-EIR and send your comments to:

Jon Foreman
Senior City Planner/Project Coordinator
Universal City Projects Unit
200 N. Spring St., Room 601
Los Angeles, CA 90012

Sir:

I am a resident of the Hollywood Knolls area. I hold a graduate degree in architecture from Harvard, and had the opportunity to study urban traffic planning with Marcial Echenique at the University of Cambridge.

I want to make it clear to you that I am not anti-development. I believe continued development is vital for large cities like Los Angeles, and particluarly for lower income people, who disproportionately suffer from shortage-induced real estate price inflation.

Still, it is clear that the amelioration steps proposed by the developers are grossly inadequate to deal with the traffic situation on Barham Boulevard. Due to the long-past failure of planners to provide for a connector from the northbound Hollywood freeway to the eastbound Ventura freeway, the traffic situation on Barham Boulevard is already dreadful, and the addition of one lane of traffic would hardly make the current situation tenable, let alone accommodate the tens of thousands of new trips daily resulting from the proposed development. The backup is already so severe that no plan to route traffic from Forest Lawn Drive and Olive Street onto River Road will suffice, as I am sure you are aware.

In fact, the only solution I can see would be a new exit from the Ventura freeway, through Toluca Lake and the Toluca Lake golf course. We know that will never happen; yet this suggestion is no more disruptive than what is now proposed.

I am not opposed to a sizable development of the land at Universal; but it must be accompanied with real alterations to deal with the increased traffic, not the inadequate gestures now proposed.

Thank you for allowing me to express my opinion

Carl Stensel
3475 North Knoll Drive
Los Angeles CA 90068

2N4

Letter No. 313

Jon Foreman <jon.foreman@lacity.org>

Question regarding submittal of comments on the DEIR for the NBC Universal Evolution Plan

david storer <storerdas@comcast.net> **Mon, Jan 17, 2011 at 12:43 PM**
To: jon.foreman@lacity.org

Jon:

I would like to confirm from you that it is acceptable to email comments to you on or before February 4, 2011 regarding the above DEIR....

Thanks,

David A. Storer AICP

Letter No. 314

Michael Tacci
5714 Calhoun Avenue
Sherman Oaks, CA 91401

January 12, 2011

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: ENV-2007-2054-EIR

Dear Mr. Foreman:

As you review the NBC Universal Plan I hope you will keep some basic facts in mind. Jobs. We need them. Traffic. We need relief. Transit alternatives. We need them, too.

I live not far from Universal Studios, and will be directly affected by this project. It has been planned in a way that will minimize any impacts, but maximize its benefits. If NBC Universal is willing to make such a massive investment in our community, and in our economic future, then the City should help them do it.

Please move forward with this project without delay.

Yours truly,

Michael Tacci

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande
Richard Bruckner
Darnell Tyler, NBC Universal

Letter No. 315

RECEIVED
JAN 25 2011
BY: Malazar

Gregg Tarakjian
4841 Fulton Avenue, Apt. C
Sherman Oaks, CA 91423-2518

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to make brief comments on the NBC Universal project Draft Environmental Impact Report. To me, the most important element is the investment which the proposed project represents in sustaining the entertainment industry in Los Angeles. For too long we have permitted entertainment productions and jobs to slip away to places which welcome them. We lose tax revenue, and people lose the means to support their families.

NBC Universal's plan will go a long way toward reversing that terrible trend by providing the facilities which production companies need, and upgrading what is there now. It might not solve the whole problem, but it will send a powerful signal that our City understands the value of its homegrown industry, and will support efforts to keep it here.

Thank you for your consideration.

Sincerely,

Gregg Tarakjian

Gregg Tarakjian

cc: Mayor Antonio Villaraigosa
Councilman Tom LaBonge
Councilman Ed Reyes
Supervisor Zev Yaroslavsky
Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Darnell Tyler, NBC Universal

Letter No. 316

December 12, 2010

RECEIVED
DEC 30 2010
BY:

To Whom It May Concern,

I would like to state my objection to the mass project proposed by NBC Universal. The impact of more traffic on the already over crowded roads of Barham and the 101 Freeway in the Cahuenga Pass would have devastating effects on the small neighborhoods that surround the area. The film industry, already damaged by runaway production, would suffer a huge loss, if one of the few remaining back lot spaces in Southern California is destroyed by this project.

The introduction of more unused housing and office space in this time of economic downturn will drive property values down in the surrounding areas and through out the city. Please do not let historic Universal Studios become just one more giant high-rise development, fueled by corporate greed.

The film industry needs your help, the neighborhoods of the Cahuenga Pass need your help, and all who drive the Hollywood Freeway need your help in shrinking this expansion plan. I am unable to attend this meeting but I would like to add my voice to the Communities United for Smart Growth.

Sincerely,

Joy Taylor

Joy Taylor

Hollywood Manor Resident

3381 Blair Drive

Hollywood, CA 90068

Letter No. 317

Jon Foreman <jon.foreman@lacity.org>

Re: Objection to the NBC Universal project

Joy Taylor <tataylor@earthlink.net> **Thu, Feb 3, 2011 at 9:37 AM**
To: jon.foreman@lacity.org

February 3,2011

Dear Mr. Foreman,

I would like to state my objection to the mass project proposed by NBC Universal. The impact of more traffic on the already over crowded roads of Barham and the 101 Freeway in the Cahuenga Pass would have devastating effects on the small neighborhoods that surround the area. The film industry, already damaged by runaway production, would suffer a huge loss, if one of the few remaining back lot spaces in Southern California is destroyed by this project.
The introduction of more unused housing and office space in this time of economic downturn will drive property values down in the surrounding areas and through out the city. Please do not let historic Universal Studios become just one more giant high-rise development, fueled by corporate greed.
The film industry needs your help, the neighborhoods of the Cahuenga Pass need your help, and all who drive the Hollywood Freeway need your help in shrinking this expansion plan.
I would like to add my voice to the Communities United for Smart Growth.

Sincerely,

Joy Taylor

Hollywood Manor Resident

3381 Blair Drive

2/19

Letter No. 318

Jon Foreman <jon.foreman@lacity.org>

NBC Universal "Evolution" Plan

Mtinsbkr1@aol.com <Mtinsbkr1@aol.com> **Thu, Feb 3, 2011 at 1:20 PM**
To: jon.foreman@lacity.org
Cc: hollywoodknolls@yahoo.com, mtinsbkr@aol.com

Good Afternoon:

I am a resident and homeowner on Floyd Terrace for over 16 years. I have a multitude of concerns as it relate to the Planned Universal Expansion.

My largest concern is the traffic impact. Over the years the increase volume of traffic on Barham has become critical. The Studio(s) have expanded, built new buildings, increase personnel and yet there has been no thought to the Traffic impact on the residents.

When there is an emergency, Barham Blvd. shuts down. This stretch of a mile or less is the Residents only way in and out of their homes. As demonstrated last year with the fires and mudslide, when we are attempting to flee from disaster or enter with discretion, it is impossible to circumvent the massive congestion from the studio traffic and surrounding office traffic.

For years we were promised that the studios would not dump their vehicles off on Barham, the parking lot gates that exited on Barham would be closed to employees. As time went by, this promise was broken and long forgotten.

Unlike Lake Hollywood, those of us on the Universal side have little or no option to get out. If there is to be expansion there has to be consideration to the traffic trappings for the Hollywood Knolls/Manor residents.

Additionally and ideally, there should be no new construction until the current traffic issues are resolved.

Other concerns are with crime, price reduction in property and noise.

Thank you for taking a moment to read my concerns.

Maurice Taylor
Resident
3378 Floyd Terrace, L.A., Ca. 90068

318

Letter No. 319

Jon Foreman <jon.foreman@lacity.org>

Universal Evolution

1 message

Ronald Taylor <hargitaylor@yahoo.com> **Wed, Dec 22, 2010 at 9:32 PM**
To: jon.foreman@lacity.org

Jon Foreman – Senior City Planner
City of Los Angeles Dept. of City Planning
200 No. Spring St., Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

I am writing in OPPOSITION to the massive size and scope of the Universal Evolution Plan, File No. ENV-2007-0254-EIR.

It is the sincere hope of many residents, employees and business owners in the adjacent area that LA City Planning and the LA City Council will not take lightly the dozens and dozens of unavoidable, negative impacts that the project will inflict on surrounding communities. Sadly, government often seems to take corporate agendas more seriously than the legitimate concerns of average citizens. But, it is our sincere hope that will not occur in the case of Evolution and the related and equally bloated Metro Project.

I'd make two brief points, out of respect for your department's time. Please note that the EIR calls for mitigation measures on many other negative impacts to be a shared cost between Universal and city, county and state governments. You are no doubt aware of the dire fiscal circumstances confronting government at all levels, making it unlikely or even impossible that Universal can enjoy the benefit of public financing for its private venture without the loss of vital public services.

Second, please do what you can to shed light on Universal's exaggerated, misleading and possibly duplicitous claims that Evolution will bring tens of thousands of jobs to Southern California. Yes, the construction phase will employ many construction tradesmen for a couple of years, but how does that balance many years or even many generations of negative impact on surrounding communities? The construction of new studios will not bring a single additional film production job to Los Angeles. I'm a 37 year television executive and I've seen runaway production from the inside. TV and Film productions leave LA for reasons that have NOTHING to do with the availability of studio production space.

Finally, the new retail, restaurant and condominium structures will bring lasting jobs to the area... almost entirely of the minimum wage variety. Minimum wage jobs may be the best that American can do at this point, but they're nothing to get excited about. And they're certainly not worth compromising the character, safety and quality-of-life that we've been able to maintain beneath the shadow of Universal Studios.

While we can support the studio's efforts to update and expand its business operations, we see no reason for a film studio to divert from its actual business so that it can engage in real estate speculation to the tune of several thousand condos and apartments.

We hope that you and the politicians you advise will not forget your citizen constituents while considering the appropriate size and scope of this project.

Thanks for your time.

Ronald W. Taylor
Resident homeowner, Studio City, CA

Letter No. 320

Paula Theard
4335 Vineland Ave Apt 308
No. Hollywood, CA 91602

Planning Department
Attn: Jon Foreman
City of Los Angeles
200 North Spring Street,
Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I am writing to express my support for the NBC Universal Evolution Plan that is the subject of the above-cited environmental impact report.

Universal City has been an economic boon to the region and a major tourism draw for decades now. But for it to remain so, and for it to continue to provide thousands of jobs, it has to keep making itself over with new theme park attractions and enhancements to CityWalk. This draft EIR shows that NBC Universal is committed to making those investments, and to doing so in a way that is sensitive to community concerns.

Respectfully,

Paula Theard

cc: Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Los Angeles Mayor Antonio Villaraigosa
LA County Supervisor Zev Yaroslavsky
City Councilmen Tom LaBonge and Ed Reyes
Darnell Tyler, NBC Universal

Letter No. 321

Jon Foreman <jon.foreman@lacity.org>

Impact On Island

1 message

theresa@psiland.com <theresa@psiland.com> **Fri, Jan 28, 2011 at 2:02 PM**
To: jon.foreman@lacity.org

Dear Jon,

I am one of the Island residents who will be affected by proposals being made. I am making reference to the file:ENV_2007_ 0254-EIR. I am living in the house in which I grew up. It's located at 10673 Valleyheart Drive, Studio City, CA 91604. My father purchased the house in the late 1940s, and we have been the only family to live there. I inherited it after my father passed away. I grew up in a nice quiet environment. Although I have seen many changes to the area and expected some of them, I abhor the idea of our wonderful Island becoming a neighbor to more horrendous noise and traffic. Please do not ruin the peace we have left. How would you like your neighborhood to change into one in which you could not find solace?

Walk In Balance--impossible if this plan goes through,
Theresa

Letter No. 322

Jon Foreman <jon.foreman@lacity.org>

universal development

1 message

Mike Tikriti <tikritim@yahoo.com> **Fri, Dec 17, 2010 at 12:48 PM**
To: jon.foreman@lacity.org

Dear sir

I am in support of the project for the following reasons

1.Creat jobs for so many people that need it.
2.Universal have the right to expand its business ,they been in the area more than i.
3.Their will be more demand for the immediate neighborhood ,in turn increase property value.

Thank you
M.Tikriti
10524 woodbridge st
Toluca lake, ca 91602

Letter No. 323

Jon Foreman <jon.foreman@lacity.org>

RE: NBC Universal DEIR Reference: ENV-2007-0254-EIR

Mark Tindle <tindlemg@yahoo.com> **Wed, Feb 2, 2011 at 8:41 AM**
To: jon.foreman@lacity.org
Cc: Janene Tindle <janene@hotestates.us>

Dear Mr. Foreman,
As residents of the Hollywood Manor, we want to express to you our opposition to the proposed "Evolution Plan" that NBC Universal has submitted.
The current development plan will undoubtedly impact the area in a severe and negative way. Traffic along Barham Blvd, which is already overcapacity, will result in gridlock most of the day, creating a dangerous situation in the event emergency vehicles need to get to citizens in the adjacent neighborhoods. Noise and air pollution will certainly worsen in an already crowded environment.
The addition of their currently proposed residential and commercial expansion will not bring a positive benefit to the community. There will certainly be higher crime, undisputed and unmitigated congestion and a negative environmental impact.

While we do not oppose ANY expansion and growth for NBC Universal ,we feel the current plans as written are with blatant disregard to the safety and welfare of the surrounding neighborhoods and homeowners who will be negatively impacted.
They need to present a more realistic and responsible plan that would enhance the area, not detract and destroy.

We strongly urge Los Angeles City and County officials to listen to the community and reject this proposal as submitted.

Thank you for your consideration.

Sincerely,

Mark & Janene Tindle
3347 Floyd Terrace
Los Angeles, CA 90068
818-825-5757

Letter No. 324

RECEIVED
JAN 18 2011
BY: Malazar

Lisa Turchan
622 N. Beachwood Drive
Los Angeles, CA 90004-1419

January 12, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Reference: File #ENV-2007-0254-EIR

Dear Mr. Foreman:

As we all know, nothing stays the same. In order to maintain its title as the world's largest working studio, NBC Universal must continually upgrade its motion picture and television production facilities to meet the current needs of the entertainment industry.

I'm in favor of the Evolution Plan being proposed by the company and think the Draft Environmental Impact Report demonstrates that the Plan is one that will work for all involved. Not only will it allow NBC Universal to upgrade its production facilities, but it also allows the company to make maximum use of its property with the inclusion of a residential community.

I'm grateful that Universal Studios is located in Los Angeles. We should do everything we can to help them maintain their role as a great attraction and economic engine for our region.

Thank you.

Lisa Turchan

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 325

December 18, 2010

RECEIVED
JAN - 4 2011
BY:

Attention: Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
Subject: NBC Universal Evolution Plan

I believe that the City of Los Angeles must continue to expand its economic base. This is a city of entertainment, sports and cultural events that must continue to look to the future for all types of revenue.

The other side of this discussion is potential employment (long or short term) and income levels (minimal or standard of living). I think the majority of the long term jobs will be minimal wage (service jobs) and this must be reviewed to increase the higher and higher standard of living in Los Angeles

Transportation is major topic that most local residence are very concerned about. With the massive tie-up of today's transportation, residence do not believe with this massive expansion will resolve the transportation issues that face all areas in the surrounding residential neighborhoods.

In closing, I have to believe that this NBC Universal Plan will increase the future and economic success to the City of Los Angeles and its surrounding area.

Raymond Tyler
5243 Lemp Ave
Valley Village, Ca. 91601
818-634-6342
raymondtyler@roadrunner.com

Letter No. 326

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR

Beverly Ventriss <bventris@pacbell.net> **Fri, Feb 4, 2011 at 2:20 PM**
To: jon.foreman@lacity.org

NBC Universal Evolution Plan DEIR

SCH: No. 2007071036

City of Los Angeles File No. ENV-2007-0254-EIR

County of Los Angeles File No. RENV200700014

Dear Mr. Foreman:

I have been a resident of Toluca Lake (10515 Valley Spring Lane) since 1985.Since that time I have seen changes to this community that do not reflect thoughtful choices concerning growth. As a result, we have become active in supporting smart, balanced growth to preserve our community.

I am, today, alarmed at the largesse of the Universal Evolution Plan as proposed. In conjunction with the proposed Metro Plan, is not modified, will make living in this area untenable through an assault of unmitigated traffic, noise and pollution. Let me reiterate as others have, as a member of the Toluca Lake community, and the greater community at-large, I want only the best for Los Angeles and its residents. I support growth, jobs, and prosperity for the Comcast/NBC/Universal complexes - but not at the expense of what the proposed present changes would render. I am for **smart growth, balanced growth** that is beneficial to all, not just one entity.

Traffic: The streets surrounding Universal are clogged now. No matter how many different spokes there are to come into the area, they will all converge onto several existing main arteries: Lankershim, Cahuenga, Barham (not mentioned in the report) and Riverside - these streets are now in virtual gridlock during morning/evening rush hour. Subjecting tranquil neighborhoods to thousands of additional cars as they use our streets as cut-through is simply unacceptable. (We are burdened by employees now who do that on their way to work -, blowing through stop signs as they do.) The idea of making historic Forman Avenue a cut-through for Universal would provoke protests outside NBC/Universal gates, I am sure.)

Noise: Universal has not been a good neighbor in this area for many years. We are routinely impacted by noise from Citywalk and the theme park. Surely, from existing parks across the country and worldwide, the technology should be so advanced that there is a decibel level already established and in use by others that Universal could utilize. They have not done so. Coupled with proposed construction noise for years that would emanate from

2/A

Universal--and the adjoining streets as trucks roll by--will severely compromise quality of living.

Pollution: Apart from intensified noise pollution, deteriorating quality of air as a result of construction, on site, and from roadways which border residential communities, will present liability issues for NBC Universal and trigger innumerable future lawsuits. It is foreseeable that even new residents of the condos Universal is planning would at some point turn and initiate their own protests/lawsuits over issues now being raised my me and others. In closing, please see the below area I have directly lifted from the DEIR. We are already subjected from carcinogenic fumes from Technicolor as is - and they are to build an even larger facility!!

Summary of Significant and Unavoidable Impacts (DEIR – Page 2439)

b. Operations

The Project would generate mass daily emissions of nitrogen oxides, carbon monoxide, and volatile organic compounds that exceed the South Coast Air Quality Management District thresholds of significance. Even with implementation of the project design features and mitigation measures, impacts associated with these criteria pollutants could be significant and unavoidable. Operational emissions would result in maximum ambient air concentrations that would exceed South Coast Air Quality Management District localized emissions thresholds for nitrogen dioxide (annual). The above conclusions also apply to cumulative conditions and the Project's No Annexation scenario.

..

And in closing, this IS **NOT AN URBAN AREA** as so described in the DEIR!

Sincerely,

Beverly Ventriss & Hal Shafer

Letter No. 327

January 28, 2011

Jon Foreman, Senior City Planner/Project Coordinator
Department of City Planning
Universal City Projects Unit
200 N Spring Street, Room 601
Los Angeles, California 90012

Re: **NBC UNIVERSAL EVOLUTION PLAN DEIR**
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Foreman:

I live in Sherman Oaks, but use Ventura Blvd., Barham Blvd., and Cahuenga frequently. I do not use the freeway as it is already overcrowded. This project will cause these roads to be backed up as well as the freeways. It will make it impossible for me to travel to my destinations by way of any of these streets. With the number of additional car trips being generated by this proposed project, I don't feel the mitigations will sufficiently handle the traffic.

I also feel the air pollution created by this project is more than the community should have to handle.

For these reasons, I oppose the size and scope of this project.

Claudia Villatoro
14017 Valley Vista Blvd.
Sherman Oaks, CA 91423

Sheila Warren
4343 Noble Avenue
Sherman Oaks, CA 91403-4015

Letter No. 328

January, 2011

Jon Foreman
City Planning Department
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
JAN 25 2011
BY Msalazar

Subject: ENV-2007-0254-EIR

Dear Mr. Foreman:

The Draft Environmental Impact Report for the NBC Universal Evolution Plan documents that the project will create approximately 43,000 new jobs. I'm not sure anyone has to read any further.

Not a day goes by that we don't hear about struggling families, bankrupt businesses, and government budgets with yawning deficits. This project will help to address all of these things by employing construction workers, entertainment professionals, and theme park workers, while supporting local businesses, and generating new revenue for critical City and County services.

I'm sure there will be the usual complaints about the usual things. The answer to those complainers is that just about every possible negative project impact has been addressed, and the positive impacts are overwhelmingly necessary for the greater good.

Thank you,

Sheila Warren

Sheila Warren

cc: Mayor Antonio Villaraigosa
Supervisor Zev Yaroslavsky
Councilmember Tom LaBonge
Councilmember Ed Reyes
Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Darnell Tyler, NBC Universal

Letter No. 329

January 25, 2011

RECEIVED
JAN 25 2011
BY: M Salazar

Mr. Jon Foreman
Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subj: File ENV-2007-0254-EIR -- NBC Universal Project

Dear Mr. Foreman:

I am writing in support of NBC plan although I am concerned about short-term impacts on air quality during construction.

However, NBC Universal does outline comprehensive construction mitigation and monitoring program in the Draft EIR. Limiting idling time for trucks, controlling dust through watering, requiring proper maintenance of vehicles and equipment and other management tools can go a long way in improving air quality during construction periods.

Yours truly,

Celia Weiner

Celia Weiner
5030 Riverton Ave Apt 4
North Hollywood, CA 91601

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 330

Paul Weinstein
4334 Laurel Canyon Blvd. Apt. #6
Studio City, CA 91604

February 3, 2011

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Attention: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

Did I hear correctly that the NBC Universal Evolution Plan is expected to create 43,000 jobs? And that new soundstages and post-production facilities will be constructed? If so, these would represent a major coup for the City of Los Angeles.

New development and job creation are desperately needed to pull us out of the recession and help the local economy. Please make sure the NBC Universal project doesn't slip out of our hands -- take action to approve this project now.

Sincerely,

Paul Weinstein

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilmember, Fourth District
Hon. Ed Reyes, City Councilmember, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 331

Andrew D. Weyman
4326 Forman Avenue
Toluca Lake, CA 91602

RECEIVED
JAN 25 2011
BY: M salazar

January 21, 2011

Jon Foreman, Senior City Planner
Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012

Re: NBC Universal Evolution Plan DEIR
SCH NO.: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Dear Mr. Forman:

Thank you for inviting comments regarding the NBC Universal Evolution Plan. As a stakeholder, I have found the DEIR process daunting, to say the least. I am not an attorney, I have no background in city planning and I am not an expert in the areas of specialty cited in the DEIR. I am, however, a homeowner who is concerned about the proposal, as it has been presented.

This process is very unusual in that the very entity that has the most financial interest in the project winning approval is the very entity that prepared the DEIR. How objective could it possibly be? This DEIR is clearly biased toward the developers and their goal of financial gain, some of which is at the expense of the people of Los Angeles.

The complete 39,000-page document is overwhelming. Time and availability prevent me, and most everyone I know, from examining it in its entirety. Reading through the summary was about all I could do. Based on that, I am very concerned about the significant negative impacts the project presents in the areas of traffic/circulation, noise, air quality and solid waste. They are unacceptable. I also find the proposed mitigations in many other categories to be less than realistic with no clear timeframe as to their implementation. Why is there no timetable? Why am I to accept that these mitigations will happen at all? Who will be paying for them? Why should it be accepted that significant negative impacts will be imposed and not be mitigated?

When current back-lot production space is slated for residential development, how does that benefit the television and film industry? By removing exterior production facilities, Universal is forcing production budgets skyward. Filming will likely be moved off the lot and into neighborhoods causing more traffic congestion, noise,

pollution and increased production costs. Also, production has been fleeing Los Angeles to take advantage of incentives and facilities in other states. Losing back-lot space is going to give producers one more reason to leave our city. The result could mean a loss of production jobs. If "Hollywood is the entertainment capitol of the world," let's keep affordable production here. The plan to lose back-lot facilities to allow for residential development is just one example of the faulty reasoning used in the DEIR. How is the residential component of benefit to film and television production? How will it protect current and future production jobs?

In this DEIR, granting entitlements and transferring land to and from the City and County is a bad idea. There are no guarantees that the developer will complete the plan as proposed within a specific timeframe. Don't these requested changes present a wonderful opportunity for the developer to hold-off on their proposed plan and instead, sell these privileges to another developer at great financial gain? What is to prevent them from doing so? How exactly is this of benefit to the City Of Los Angeles? When and where was the public invited to comment on the transfer of lands between the City and County? Did an official body already approve this transfer of land? If so, when and by whom?

The people in the surrounding communities, living and working in proximity to this project, are being asked to accept "significantly unmitigateable" worsening of traffic, noise and air pollution for the next 20+ years. How is that an improvement to the quality of life in Los Angeles?

Please don't mistake my comments as a "NIMBY" response. They are not. I love this city very much and I am in full support of development. In this case, a scaled-down project that would have less significant, negative impacts on traffic, noise, air quality and solid waste would be a better choice. This project DEIR needs to include specific timetables and guarantees that entitlements and changes in land boundaries cannot be sold or transferred to other developers. Shouldn't a project like the NBC Universal Evolution Plan conform to the needs of our city and not demand that we conform to it?

Sincerely,

Andrew D. Weyman

Letter No. 332

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR; SCH NO: 2007071036; City Of Los Angeles File No.: ENV-2007-0254-EIR; County of Los Angeles File No.: RENV 200700014

Charles Whaley <charleswhaley@sbcglobal.net>
To: jon.foreman@lacity.org

Fri, Feb 4, 2011 at 4:49 PM

February 4, 2011

Jon Foreman, Senior City Planner/Project Coordinator

Department of City Planning

Universal City Projects Unit

200 North Spring Street, Room 601

Los Angeles, CA 90012

Dear Mr. Foreman:

We have cherished living in Toluca Lake for over 25 years, and as a native to Los Angeles this area is an peaceful island inside this mass major market. It is a neighborhood with an extremely strong sense of community and a small town feel. We can safely walk, meet and greet your neighbors, walk our four legged friends, or ride your bike anytime of the day. Now Universal has a grand proposal that will drastically change all this.

Come join us for walk around this neighborhood, or a dinner on our backyard patio and you will realize that Toluca Lake is a special gem inside this concrete jungle. Don't let Universal ruin our lives and this charming, quiet community.

Charles Whaley

10452 Bloomfield Street

Toluca Lake, CA 91602

2/4

To: Jon Foreman
Fax: 213-978-6566

Letter No. 333

NBC UNIVERSAL; EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Name: Paul A Wieselmann
Organization:
Address: 3483 N Knoll Dr
City, State. Zip: Los Angeles, CA 90068
Phone (optional): 323-851-9913

Comments

I have lived in the Hollywood Hills above Braham Blvd since 1984 and our neighborhood retains many of the features that still make it an attractive residential community. We have seen escalating growth in the area over the past 26 years much of which is due to the popularity of the Universal Studios entertainment complex. I feel that the proposed expansion of new buildings and activities at Universal Studios will further degrade the quality of our residential community and its property values.

The DEIR states that there will be an 80% increase in traffic to the area. I have a daily commute that takes me off the 101 freeway south at Barham exit, left onto Cahuenga, left at Barham and up the hill to Lake Hollywood drive. This part of my commute during the 5:00 PM to 7:00 PM period now takes at least 10 min for about 1 mile of travel. This has increased from 2 or 3 minutes just 5 years ago. This stretch of travel on the Barham corridor is essential for people living in the Barham corridor as well as commuting further to Forrest Lawn drive and onto the 134. What is the mitigation plan such that the increased traffic will not cause this to become completely grid locked?

I believe that the planned access road on Universal property to the 134 will not mitigate the increased traffic from the new jobs such that commuting along Cahuenga and Barham will get worse from the already serious delays in the area. The plan does not state when this road will be built relative to the addition of people at the new jobs nor does it state how many of these additional trips will be diverted off the Barham corridor onto the new road. It is essential to get these issues answered and reviewed.

The use of Lake Hollywood drive to skirt around the Barham / Cahuenga intersection has increased substantially over the past five years. I use Lake Hollywood Drive 10 to 15 times per week because it is the main route in and out of my residential area. The likely backup on Lake Hollywood Drive making turns onto Barham is at least 5 cars and many times 8 to 10 or more cars which are too many to make the turn during a single cycle of the light. This is particularly true when the backup on Barham during the morning and

afternoon rush hours and fills the intersection. What is the mitigation plan for reducing Barham traffic such that these turns can be made and what is the mitigation plan to prevent non-residents from flooding the residential streets in an effort to avoid the Barham and Cahuenga congestion?

The plan is especially deficient in that is does not address the added impact to traffic in the Highland / Cahuenga / Barham / 101 freeway area due to the Cirque du Soleil theater performances at Hollywood and Highland. These performances are expected to bring a few thousand customers per day into the area. The DEIR must address this issue because of its impact.

Increase traffic bring noise and air pollution. The Hollywood Hills residential area lies above the 101 freeway and the Cahuenga intersections with Barham, the Universal property entrance and the Universal Metro station. What are the increase noise levels and air pollution levels to our residential areas? Noise is a nuisance whereas pollution will cause long term health problems. Both of these will have a very negative effect on the desirability of this area as a place to live and hence a negative impact on property values.

Overall I am opposed to the sheer scale of the NBC Universal project in that it is inconsistent and insensitive to the predominantly residential neighborhoods that surround it. The attraction of new jobs, investment, green buildings etc is not good on its own because the price that our residential neighborhoods will be too high. We the residents will bear the burden of traffic congestion, noise, increased air pollution, crime and reduced property values by this enormous project. The quality of our lives will simply be relegated to secondary status if NBC Universal is allowed to proceed with this project at the scale they have proposed.

In addition, I think the DEIR is inadequate in addressing the real negative impact to the long-standing quality of the surrounding residential neighborhoods.

Paul A Wieselmann

Letter No. 334

gpmail

Tom Wilhelm <tom@gpcolor.com>

NBC UNIVERSAL REVOLUTION PLAN

Tom Wilhelm <tom@gpcolor.com> **Fri, Jan 28, 2011 at 9:22 AM**
To: jonforeman@lacity.com, Steve Hampar <steve@hamparproperties.com>

Dear Mr. Foreman,

I find this expansion plan for NBC/Universal ill conceived, irresponsible and completely over the top. I thought it was a bad idea earlier on when they proposed another theme park, convention and hotel center on the back of their property near Barham Blvd., however destroying Lakeside Country Club and dividing the heart of Toluca Lake with an access road from Universal to Riverside Drive is insane.

The local traffic on Cahuenga Blvd., Riverside Drive, Pass, Lankershim Blvd. and Barham is at a standstill now during rush hour. The cut through traffic in Toluca Lake is dangerous as the commuters run stop signs and speed on the local residential streets. This is a quiet community with pedestrians, joggers and pets traversing the streets all of the time as some streets do not have sidewalks.

I moved to this tranquil neighborhood 25 years ago. My property faces NBC/Universal and I am constantly bombarded with music, bombs, screams, PA announcers and this week machine gun fire every evening. NBC needs to stay on their side of the river and out of Toluca Lake. They already have Muddy Waters Drive which connects Barham and Lankershim Blvds. I suggest they widen it and open it to the public instead of coming through the Lakeside Country Club and Toluca Lake.

I have been tolerant of their growth because I don't want to see business leave L.A., however this expansion is way over the top.

Regards,

--
Tom Wilhelm

10241 Valley Spring Lane
Toluca Lake, CA 91602

Letter No. 335

Bret E. Williams
1726 N.Kenmore Ave.#101
Los Feliz, CA 90027

RECEIVED
JAN 7 2011
BY: M Galazzi

Jan. 05, 2011

Jon Foreman
City of Los Angeles
RE: ENV-2007-0254-EIR

Universal Studios is one of many components that make Los Angeles County a unique, inviting and dynamic destination for visitors and their pocketbooks from around the world. Let's face it: it is not our empty lots nor our dirt fields that attract and welcome people. Tourists want and expect a world-class entertainment experience. Residents want housing, jobs and improved traffic conditions. I was reassured to learn that Universal's Evolution Plan will directly meet these needs through continued investment in their theme park, job and housing development, extensive traffic mitigation strategies and improved car-pooling and rideshare programs. With respect to public transit, I think that the community needs to be better connected to the transportation options currently available. Everyone wants to spend less time and hassle getting to their destination. The Evolution Plan will ~~ass~~ also tackle this issue by making nearby public transit more efficient. A development of this magnitude calls for careful consideration of its potential impact on the community and responsible administration of its implementation. The Plan is both responsible and sensitive to the needs of the surrounding neighborhood and will provide long-term benefits to the entire community. Will there be some temporary inconveniences associated with the plan? Absolutely. But at the end of the day, the Plan is good for the local economy and for all of Los Angeles.

Sincerely,

Bret E. Williams
(323-963-4529)

Letter No. 336

Jon Foreman <jon.foreman@lacity.org>

Opposition to NBC Evolution Plan

1 message

sheilawolf3@aol.com <sheilawolf3@aol.com> **Tue, Feb 1, 2011 at 4:58 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman and the City of Los Angeles,

As a long time resident of the Hollywood Knolls I am HIGHLY opposed to the proposed NBC Evolution Plan - (ENV-2007-0254-EIR). Honestly, when is enough enough? The traffic on Barham and Cahuenga is already so crazy and congested there are days when it takes me longer to get up Barham than it does to get across town. Please don't allow this huge corporation to further ruin our lovely neighborhood - PLEASE! The traffic from Universal City Walk Amphitheater, and theme park, The Hollywood Bowl and the John Anson Theater already has so much impact on our neighborhood. I've seen firetrucks and ambulances blocked by traffic on Cahuenga East/West and on Barham barely able to make it through the gridlock.

One of the best things about this city is the few remaining patches of green space. The reservoir is in this neighborhood - it still has a modicum of peaceful tranquility left - please don't allow it to be further spoiled!

Thank you very much for your consideration of this very crucial matter.

Best,

Sheila Wolf
213-324-7014

Letter No. 337

Jon Foreman <jon.foreman@lacity.org>

Draft EIR COMMENTS

1 message

brigitte wright <brigitte@brigittewrightmanagement.com> **Mon, Jan 31, 2011 at 10:02 AM**

To: jon.foreman@lacity.org

Hello Jon –

My name is Brigitte Wright and I live at 3308 Troy Drive LA CA 90068.

I am concerned about the negative impacts the NBC Evolution Plan and below are some of my concerns –

- Traffic – Barham is already congested with over 36K vehicles per day. No construction can begin till you have new roads already built so not to make matters worse.
- No detours or closed lanes to increase traffic and bring it to a stop!
- Absolutely no cut thru on my streets or our neighborhood! I want no access from my neighborhood to this new venture.
- I am concerned about the noise and air quality – all this construction will cause dust and create health risks for our residents! What about the noise for those of us who work from home? Construction all day – there needs to be limits.
- This will destroy the wildlife in the area. What is being done regarding this? any parks part of this plan?
- Why are we destroying the historic backlot? What about the loss of those jobs?
- I do not want negative impact on my neighborhood – decreased water pressure and supply/longer emergency response times/increased fire and security risks.
- I do not want our view destroyed.
- I do not want a negative effect on our property values.
- NO MORE BILLBOARDS!
- I am not a fan of Universal Studios and the customers it attracts – I do not want access from this site to my neighborhood at all.

Overall – how are the above being handled to secure our home values and quality of life including noise and air pollution, security, traffic and overall environment.

Best

Brigitte Wright

Please note contact information:

Brigitte Wright

Phone 323 850 0848

Cell 323 899 3704

Brigitte@brigittewrightmanagement.com

This message contains information from Brigitte Wright Management Inc., that may be confidential or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this information is prohibited. If you have received this transmission in error, please notify me immediately by telephone or by electronic mail.

Please consider the environment before printing this email and/or any attachments.

Letter No. 338

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

1 message

brigitte wright <brigitte@brigittewrightmanagement.com> **Tue, Feb 1, 2011 at 4:06 PM**

To: jon.foreman@lacity.org

Hello Jon –

My name is Brigitte Wright and I live at 3308 Troy Drive LA CA 90068.

I am concerned about the negative impacts the NBC Evolution Plan and am not okay with the purposed plan - below are some of my concerns –

- Traffic – Barham is already congested with over 36K vehicles per day. What is being done about this? For certain no construction can begin till they have new roads already built so not to make matters worse.

- No detours or closed lanes to increase traffic and bring it to a stop!

- Absolutely no cut thru on my streets or our neighborhoods! I want no access from my neighborhood to this new venture.

- I am concerned about the noise and air quality – all this construction will cause dust and create health risks for our residents! What about the noise for those of us who work from home? Construction all day – there needs to be limits.

- This will destroy the wildlife in the area. What is being done regarding this? Any parks part of this plan?

- Why are we destroying the historic back lot? What about the loss of those jobs?

- I do not want negative impact on my neighborhood – decreased water pressure and supply/longer emergency response times/increased fire and security risks.

- I do not want our view destroyed.

- I do not want a negative effect on our property values.

- NO MORE BILLBOARDS!

- I am not a fan of Universal Studios and the customers it attracts – I do not want access from this site to my neighborhood at all.

- I am very concerned about the security of neighborhoods and who this plan will attract!

Overall – this plan is going to have negative impact on our home values and quality of life – traffic, noise and air pollution, security concerns. The plan as is CANNOT GO thru as is....no Park LaBrea! Not another version of Universal Studios clientale...and NO more traffic!

Best

Brigitte Wright

Please note contact information:

Brigitte Wright

Phone 323 850 0848

Cell 323 899 3704

Brigitte@brigittewrightmanagement.com

This message contains information from Brigitte Wright Management Inc., that may be confidential or privileged. If you are not the intended recipient, be aware that any disclosure, copying, distribution, or use of the contents of this information is prohibited. If you have received this transmission in error, please notify me immediately by telephone or by electronic mail.

Please consider the environment before printing this email and/or any attachments.

Letter No. 339

Jon Foreman <jon.foreman@lacity.org>

Mitigation Measure B-5 i - NBC Universal Evolution Plan EIR

Dave Wyman <davewyman@imountainman.com> **Mon, Nov 15, 2010 at 8:22 PM**
To: jon.foreman@lacity.org

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring St, Room 601
Los Angeles, California 90012

Re: NBC Universal Evolution Plan ENV-2007-0254-EIR

Dear Mr. Foreman:

Mitigation Measure B-5 in the NBC Universal Evolution Plan EIR, while adding one more lane for cars to Barham Boulevard, creates an safety hazard for cyclists traveling between Griffith Park and Hollywood. Cyclists use Barham Boulevard with local streets in Lake Hollywood and Cahuenga Boulevard East to travel between Griffith Park and the Hollywood Hills. The lanes on Barham Boulevard are nwide enough in many areas for cars and bicycles to share lanes. The proposed mitigation measure will reduce the curb lanes to 11 feet; that makes it tough for cyclists to ride safely

Please do not approve this project unles safe bicycle facilities are retained on Barham Boulevard or if suitable alternatives are provided with the addition of safe, new bicycle facilities on Cahuenga Boulevard and Buddy Holly Drive, between Lakeridge Place and the proposed new, internal "north-south" road.

Thanks,

Dave Wyman

--
http://www.davewyman.com
http://www.icyclist.blogspot.com (cycling through the meaning of life with bikes, cameras and computers)
http://www.pbase.com/davewyman (my photography galleries)

This mail is a natural product. The slight variations in spelling and grammar enhance its individual character and beauty and in no way are to be considered flaws or defects.

Letter No. 340

Alexander Wysocki
5704 Hazeltine Avenue
Sherman Oaks, CA 91401

RECEIVED
JAN 13 2011
BY: Msalazar

January 10, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I wanted to add my comments about the NBC Universal Evolution Plan described in the draft environmental impact report.

I really appreciate the investment that Universal is making in this project, and believe that it will be a very good boost for the City and County.

Specifically, I like that the draft report confirmed that this project will create thousands of new jobs, with many of them in the entertainment industry. I work in TV production and making sure that entertainment stays in Los Angeles is very important to me. Universal's major investment in the entertainment industry is good planning and it's the type of financial stimulus that's needed to ensure a vibrant L.A. economy.

Sincerely,

Alexander Wysocki

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 341

Louis M. Young
6454 Denny Avenue
N. Hollywood, CA 91606

February 1, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

File #ENV-2007-0254-EIR

Dear Mr. Foreman:

When I first learned of Universal's Evolution Plan project I was very excited at the prospect of new housing in the area. I had been picturing it in a completely different location. So I was pleased to learn from the Draft EIR that Universal will build the new housing next to the existing residential community. That makes sense.

The report also let us know that the Evolution Plan does not have a significant impact on visual resources. Maintaining existing views for neighbors seems like a very nice gesture, that most developers wouldn't even consider.

This project is the kind of infill development we need and it seems like it has been designed in a way that is compatible with the surrounding properties and concern for neighboring communities.

Best,

Louis M. Young

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor
Hon. Tom LaBonge, City Councilman
Hon. Ed Reyes, City Councilman
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

Letter No. 342

Robert Zilliox
18339 Ludlow Street
Northridge, CA 91326

February 1, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

FILE: # ENV-2007-0254-EIR

Dear Mr. Foreman:

NBC Universal should be able to do whatever they need to do to maintain and increase tourism which is a major industry in Los Angeles. Having said that, it was nice to read that the Draft Environment Report confirms there would be no significant impact caused by light or glare as a result of the Evolution Plan.

I was also happy to learn from the DER that no proposed project structure will be allowed to have a shading impact on the Campo de Cahuenga. I realize that the Campo sits in the middle of an urban area, but it's nice to know that the Evolution Plan won't cast any shadows on that historic treasure.

Sincerely,

Robert Zilliox

cc: Mayor Antonio R. Villaraigosa
Hon. Zev Yaroslavsky, County Supervisor, Third District
Hon. Tom LaBonge, City Councilman, Fourth District
Hon. Ed Reyes, City Councilman, First District
Mr. Michael LoGrande, Director of Planning, City of Los Angeles
Mr. Richard Bruckner, Planning Director, Los Angeles County
Mr. Darnell Tyler, NBC Universal

A/R

Letter No. 343

Bhan Consulting Services

BHANCONSULTING.COM

Planning Dept.
Attn: Jon Foreman
City of Los Angeles
200 North Spring Street,
Room 601
Los Angeles, CA 90012

Re: ENV-2007-0254-EIR

Dear Mr. Foreman:

I am impressed that the NBC Universal environmental impact report contains an extensive analysis of the traffic issues, and more importantly, proposes the means to mitigate them.

The new neighborhood that is part of the Universal plan is connected to transit in a way that is needed in Los Angeles, putting jobs, housing and offices in close proximity. We cannot keep spreading out and building further and further out. The Universal plan is exactly what we need: increasing density where there is access to transit.

This emphasis on making use of mass transit, and providing shuttles and buses to integrate with existing transit options, has the potential to change the way that residents live and commute in Los Angeles.

We need to welcome this project to our community.

Respectfully,

Ken Bhan

cc: Michael LoGrande, City Planning Director
Richard Bruckner, County Planning Director
Los Angeles Mayor Antonio Villaraigosa
LA County Supervisor Zev Yaroslavsky
City Councilmen Tom LaBonge and Ed Reyes
Darnell Tyler, NBC Universal

6700 Franklin Place Suite 311 Los Angeles California 90028 tel. (310) 948-5044 email: toptenken@gmail.com

2/4

Letter No. 344

Mr. Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Subject: File #ENV-2007-0254-EIR

Dear Mr. Foreman,

I like the NBC Universal Evolution Plan for two reasons: It will provide much needed jobs and revenues for the City of Los Angeles and the County, and it will add new housing near businesses and public transportation.

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

Thank you for your time.

Regards,

Letter No. 345

Feb 2, 2011

Jon. Foreman:-

Dear Sir:

alternative 9 is not a feasible bill. I strongly oppose alternative 9 bill.

Yours truly,
Clementa Generales
4416 Sonora Ave
Tarzana Calif, CA
91602

Letter No. L1

Department of Water and Power the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
THOMAS S. SAYLES, *President*
ERIC HOLOMAN, *Vice-President*
CHRISTINA E. NOONAN
JONATHAN PARFREY
BARBARA E. MOSCHOS, *Secretary*

RONALD O. NICHOLS
General Manager

RECEIVED
MAR 01 2011
BY M Salazar

February 16, 2011

Mr. Jon Foreman
Senior City Planner
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

Subject: Draft Environmental Impact Report (EIR) Review –
NBC Universal Evolution Plan, Draft EIR
Case No. ENV-2007-0254-EIR

Thank you for including the Los Angeles Department of Water and Power (LADWP) in the environmental review process for the NBC Universal Evolution Plan (the Project).

After reviewing the Draft EIR for the NBC Universal Evolution Plan, some of the LADWP's comments and input, with regard to the technical aspects of construction of the new Distribution Station that will service the Project, and the impacts of the Project's water and power needs on LADWP utilities have been incorporated into the Draft EIR.

However, it appears that comments in LADWP's previous comment letter, sent on September 29, 2008, were not incorporated into the document. Consequently, we are resubmitting the excerpted comments from that letter as "Attachment 1". An additional set of comments, referred to as "Attachment 2", are included for your consideration as well.

We appreciate having had the opportunity to review and comment on the Draft EIR, and look forward to reviewing the final EIR when it is available. Please continue to include LADWP in your mailing list and address it to the undersigned in Room 1044. If there are any questions, please contact Mr. Michael Mercado of my staff at 213-367-0395.

Sincerely,

Charles C. Holloway

Charles C. Holloway
Manager of Environmental Planning and Assessment

MM:aq
Enclosures
c: Mr. Michael Mercado

Attachment 1: Excerpts from comment letter on September 28, 2008

Dear Mr. Foreman

Re: Metro Universal Project Notice of Completion and Availability of Draft Environmental Impact Report No. ENV-2007-933 EIR
State Clearinghouse No. 2007061078

This letter is in response to the August 25, 20008 Notice of Completion and Availability of Draft Environmental Impact Report (DEIR) for the Metro Universal Project.

The Los Angeles Department of Water and Power (DWP) provided electric service information regarding this project to Thomas Properties Group, Inc on July 11, 2007. (See attached letter.) Several of DWP's statements in that letter have not been correctly stated in the DEIR. To correct those erroneous statements, DWP requests several changes to the DEIR and DEIR Appendix regarding Electricity Supply.

Required Amendments:

1. Remove the following statement: found in DEIR, Section IV. Environmental Impact Analysis, J. Utilities, 4. Electricity Supply, Section 3. d.) (page IV.J-86) which incorrectly states:

   DWP has indicated that the Project's demand for electricity could be served via current supply capacities, and no improvements or additions to DWP's off-site distribution system would be needed.

   Replace the above removed statement with LADWP's previous and correct statement in the July 11, 2007 letter as follows:

   The cumulative effects of this project will require the DWP to construct additional distribution facilities in the future. The project will require on-site transformation facilities.

2. Remove the following incorrect statement found in DEIR Appendix IV.J-4, Section 5.2 – Metro Universal Project Technical Report, Utilities, Electricity which incorrectly states:

   LADWP can supply the Project with existing infrastructure; therefore, no improvements are required.

   Replace the above removed statement with LADWP's previous and correct statement in the July 11, 2007 letter as follows:

The cumulative effects of this project will require the Department to construct additional distribution facilities in the future. The project will require on-site transformation facilities.

3. Remove the following statement: also found in DEIR, Section IV. Environmental Impact Analysis, J. Utilities, 4. Electricity Supply, Section 3. d.) (page IV.J-86) which incorrectly states:

   Also, each of the proposed buildings would have individual service from DWP and additional electrical conduits, wiring, and associated infrastructure would be installed. Individual customer pad-mount transformers and individual outdoor customer stations would be provided.

   Replace the above removed statement with:

   This development will be supplied by one or more on-site padmount, indoor or outdoor transformer stations. The developer will be charged for the additional cost of a requested installation(s) that exceeds the cost of DWP's least-cost installation.

<u>Additional Comments or Corrections</u>:

1. DEIR Table IV.J-13, (Page IV J-86) Estimated Electrical Demand of the Proposed Project, has the third column titled "Existing Connected Load". This load is not "Existing" so the title should be "*Proposed* Connected Load".

2. On page IV.J-87, 4. Cumulative Impacts, the first sentence states "Development of the Project in combination with the some of the ..." is unclear with the word "some" appearing to be intended as "sum."

3. Also, further on in this same paragraph 4 is the following sentence that should be removed:

   Thus, it is possible that with implementation of some of the related projects and other development, the resulting demand for electricity supply could be the same or less than the existing system.

This sentence is incorrect because while newer developments that replace older ones may be more efficient in their "per square foot" use of electricity, the higher density and additional floor space of new Los Angeles developments that replace old developments is almost always far greater than the efficiency savings and virtually always results in higher energy demands than existed with the older and smaller developments. Because of this almost certain increase in energy demand that results

from redevelopment to higher overall density, the above noted sentence is misleading and should be removed.

Closing Comments and points of Emphasis

DWP would like to emphasize that this project will require significant additional distribution facilities to be installed including additional supply circuit capacity from the supplying receiving station to this area. The timing of the addition of capacity is dependent on the system loads at the time this project is implemented which is why the DWP uses the phrase "cumulative effect of this and other projects..." The added load of the Universal/MTA project **will** result in the need for additional distribution facilities.

DWP would also like to make sure the project developers understand the Project Applicant may be financially responsible for some of these improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed project.

As an additional clarification, DWP would supply the premises based on the least cost to LADWP (i.e., to minimize the number of pad mount transformers and customer stations while supplying from a single secondary service voltage.) and as such would aim to supply most, if not all of the project from the 34.5kV system. This is not a determination, however, that this is in fact feasible and as the July 11, 2007 stated, "any additional facilities added to accommodate customer requirements would be charged to the customer."

As the project proceeds further, please contact one of our Engineering Offices, as listed on page 1-4 of the Electric Service Requirements (available on-line at www.ladwp.com) for dealing with power services and infrastructure needs.

Attachment 2:

LADWP comments to the Draft Environmental Impact Report – NBC Universal Evolution Plan, Case No. ENV-2007-0254-EIR

1. Section I.E.12.(b)(1)(ii), p. 216, and
   Section I.E.12.(b)(3), p. 218:

   - *Suggest changing to "Applicant" that would enter into an agreement with the DWP, not the Project*

2. Section I.E.12.(b)(4)(i), p. 219,
   Section I.E.15.(d)(1), pp. 253-254,
   Section IV.L.2.3.c(2)(a), pp. 1871-1872,
   Section IV.L.2.5.a, pp. 1881-1882,
   Section IV.O.3.d(2)(b), pp. 2127-2128, and
   Section IV.O.5, p. 2136-2137

   - *Match the water conservation measures identified by the Applicant in the Water Conservation Commitment Letter dated October 30, 2009 (Appendix E of the Water Supply Assessment, Water Supply Assessment is Appendix N-1-2 of the DEIR)*

3. Section I.E.12.(b)(4)(i), p. 220:

   - *Project Design Feature L.2-4 should state "...by acquiring for the Department of Water and Power water rights in the Central and/or West Coast Basins..."*

4. Section III.A.12.b, p. 369

   - *An acronym MWD may be assigned to Metropolitan Water District of Southern California, and be used throughout the DEIR.*

5. Section III.A.12.b, p. 369

   - *DWP operates the Los Angeles Aqueduct, not the Los Angeles Owens River Aqueduct.*

6. Section IV.A.1.3.c(2), p. 449

   - *The acronym "City" is already assigned to City of Los Angeles. Please assign a different acronym for Universal City.*

7. Section IV.G.2.2.b(1)(a), p. 1408, etc.

- *There are numerous statements made regarding the possibility of the project requiring temporary and/or permanent dewatering. There are also numerous statements made that "the majority of the Project Site is in the eastern Santa Monica Mountains which is not part of the Basin or considered to be non-water bearing". These statements imply that the Project Site does not contribute groundwater flows to the San Fernando Basin. The Los Angeles Department of Water and Power (LADWP) does not agree with these statements and strongly believes that any groundwater under the Project Site does indeed ultimately end up in the San Fernando Basin. As per the 1979 San Fernando Judgment, Los Angeles has a prior and paramount right to all of the surface waters of the Los Angeles River and native groundwater in the San Fernando Basin. As such, any dewatering that takes place on the Project Site must be metered, quantities reported to the Upper Los Angeles River Area Water Master and LADWP, and LADWP must be financially compensated for any consumptive use associated with the dewatering and subsequent discharge to the sanitary sewer or storm drain system.*

8. Section IV.L.2.1, p. 1853

- *Delete the word "Technical" in front of Appendix N-1-1.*

- *Paragraph 2 – "In case of water, there are two kinds of supply sources: natural resources and reclamation (or recycled water)." – This statement is true for City of LA. Either specify that the supply of sources are for the City of LA, or include desalination as a third possible source of supply if the statement is a general statement for any location.*

- *Paragraph 2 – "Recycled water is non-potable, and must be conveyed in a separate system from potable water to avoid the possibility of direct human consumption" – This statement is currently true for the City of LA. If the statement is a general statement for any location, include another possible use of recycled water, which is to send the advanced treated recycled water to spreading basins to percolate underground for later use.*

9. Section IV.L.2.2.b(1), p. 1855

- *LADWP has "one of the" rather than "the" major allocations or entitlements of the water imported by the Metropolitan Water District.*

10. Section IV.L.2.2.b(1)(c), p. 1859

- *Delete the extra "."*

11. Section IV.L.2.2.b(3), p. 1860

- *For the first sentence, use a period instead of a comma.*

12. Section IV.L.2.2.c, p. 1862

- *"According to the 2005 Urban Water Management Plan, approximately…28,500, not 28,000, acre-feet per year of recycled water are used for environmental enhancement and recreation in the Sepulveda Basin…" See pg 3-21 of 2005 UWMP.*

- *"…and approximately 34,000 acre-feet per year of recycled water are sold to the West Basin Municipal Water District, not to the Metropolitan Water District." See pg 3-21 of 2005 UWMP.*

13. Section IV.L.2.3.a, p. 1868

- *The future daily water demand flows for the Project were determined based on Sewage Generation Factors, provided by the City of Los Angeles Bureau of Sanitation, rather than based on water generation factors, provided by City of Los Angeles Bureau of Engineering.*

14. Section IV.L.2.3.d(2)(a), p. 1874

- *The forecasted domestic water consumption for the proposed Project is based on City of Los Angeles Bureau of Sanitation Sewage Generation Factors, rather than City of Los Angeles Bureau of Engineering average daily flow factors.*

15. Section IV L.4.6(g), p. 1961

The following passage would complement the issues being discussed in this section of the document, as it deals with environmental safety issues:

- *The facility would be designed with automatic circuit breakers and other safeguards to prevent eventful failures including an extremely low-probability accidental explosion. The approximately 12-16 foot high concrete walls surrounding the facility would resist an accident inside the station from affecting surrounding areas outside the station boundaries. This station does not involve the use of hazardous substances during its construction or operation. During operation, batteries would be used for backup power and would contain acid gel sealed within the battery enclosure. Transformers would contain mineral oil and circuit breakers would contain nontoxic sulfur hexafluoride (SF_6) gas. The station will not contain PCB fluids and no hazardous wastes would be stored onsite. Additionally, DWP has Spill Prevention Control and Countermeasure plans to prevent and contain oil releases, and conducts internal audits of its facilities to insure compliance. Pedestrians and vehicle traffic would be kept a safe distance away from construction zones via markers, barriers, and sign postings.*

16. Section IV.L.2.3.d(2)(a). p 1875, and
Section IV.O.3.d(2)(b), p. 2126

- *"It is anticipated that through these conservation features (Project Design Features on pages 218-220 of DEIR) the proposed Project would reduce potable water consumption by approximately 20 percent:" One of the Project Design Features is use of RW for irrigation. If the 20% reduction was estimated by just accounting for RW use, then the estimate is correct (246 AFY RW/1249.1 AFY total ~ 20% reduction). However page 1875 of DEIR goes on to reference Appendix Q Global Warming (prepared by CTG Energetics, Inc.) for additional information. Page 32 of Appendix Q states that the proposed indoor water conserving fixtures will reduce potable water consumption by approximately 20%. These two sections conflict in how the 20% reduction is being achieved, please clarify.*

17. Section IV.L.2.4, p. 1881

- *Suggest revision stating that the Applicant would enter into an agreement with the DWP, not the Project.*

18. Section IV.L.2.3.d(2)(a), p. 1877

    - *Suggest revision stating that the Applicant would enter into an agreement with the DWP, not the Project.*

19. Section IV.L.2.5.b, p. 1883

    - *Mitigation Measure L.2-1 should read: "Prior to issuance of subdivision map clearance by Los Angeles DWP, The Project Applicant or its successor shall pay the full cost to design and construct a pump station with a capacity able to meet the project's expected domestic and fire flow demands. The pump station is expected to be located within the southwest portion of the project site..."*

20. Section IV L.4.6(i), p. 1962

    Seismic activity, fault location, type, and activity appear to have been discussed as part of the Geotechnical Surveys and in the impacts to the construction and operation of the Distributing Station that will serve the local area, including the Project. The following statement should complement the statements with regard to reducing impact to the Station:

    - *Additionally, all distributing station equipment is designed to withstand severe seismic activity. If extreme seismic activity causes damage to station equipment, the station's concrete walls would resist an eventful failure affecting the area outside the station boundaries. Additionally, LADWP has emergency response plans to protect the public and the environment if such an event should occur.*

21. Appendix N-1-1

    - *Water Technical Report: Applicable comments noted above also apply to this Water Technical Report.*

22. Please replace all references to DS-4 in the document, as the Station No. that the Project should correctly refer to is DS-98.

Letter No. L2

GREATER TOLUCA LAKE NEIGHBORHOOD COUNCIL

RECEIVED
FEB 09 2011
BY: Malagon

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

February 1, 2011

Jon Foreman
Senior City Planner/Project Coordinator
Los Angeles Department of City Planning
Universal City Projects Unit
200 N. Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

RE: NBC UNIVERSAL EVOLUTION PLAN DEIR COMMENTS (SCH NO: 2007071036 – City of Los Angeled File No. ENV-2007-0254-EIR)

The communities of Toluca Lake, Toluca Woods, Lankershim Village, West Toluca Lake, and Toluca Terrace will be great affected by the proposed development plans contemplated in the NBC Universal Evolution Plan (Plan). As stewards of these communities, it is paramount that changes be made to the proposed EIR and specific plans to address the traffic, open space, and environmental concerns as outlined in this letter. Given the fact that the DEIR covers multiple topics and many adjacent communities in its 39,000+ pages, we chose to focus on the areas of concern for our communities north of the NBC Universal site.

While the Greater Toluca Lake Neighborhood Council reserves its future right to support or oppose the Plan and Final EIR, we feel the following changes will benefit the development and the Greater Toluca Lake community. These changes will minimize impacts to the residential communities, while improving and funneling traffic from the Project Site along designated commercial corridors.

TRAFFIC

The following changes, additions, and deletions, as described below, should be made to the Final EIR and City of Los Angeles Specific Plan:

- **Mitigation Measure B-1**

Operation and maintenance costs for one Metro articulated bus should be covered by the Project Applicant for a period of 25 years, as opposed to the proposed 10 years

2/11

- **Mitigation Measure B-2**

Operation and maintenance costs of shuttle bus should be covered by the Project Applicant for a period of 50 years, as opposed to the proposed 20 years

- **Mitigation Measure B-4 – Hollywood Freeway Interchange Improvements at Universal Terrace Parkway**

The words "or contribute" should be removed from the mitigation. The Project Applicant or its successor should be required to construct new southbound ramps and reconfigure/widen the existing northbound off-ramp at Universal Terrace Parkway and the existing southbound off-ramp at Ventura Blvd. to/from the Hollywood Freeway

- **Mitigation Measure B-6 – Lankershim Boulevard Corridor Improvements**

Implementation of all Lankershim Boulevard Corridor Improvements should be completed by the Project Applicant prior to the issuance of any building permits for any commercial, industrial, or hotel projects within the Project Site.

Project Applicant should provide a traffic signal at the intersection of Aqua Vista Street and Lankershim Blvd. Furthermore, the Project Applicant should provide a dedicated left-turn signal leading from northbound Lankershim Boulevard turning west on Aqua Vista Street, as well as a dedicated left-turn pocket for traffic cueing on Lankershim Boulevard.

Furthermore, the Project Applicant should pay for the costs of a parking study to be conducted by LADOT, and pay for the implementation of the preferred options identified by LADOT for Lankershim Boulevard between Cahuenga Boulevard and Camarillo Street.

As well as the above mentioned mitigations, the Project Applicant should pay for the costs of a study and the implementation of identified options by LADOT and Bureau of Street Services for fully landscaped medians along the Lankershim Boulevard Corridor between Cahuenga Boulevard and Camarillo Street, including lighting, signage and irrigation. Furthermore, the Project Applicant should sign a maintenance agreement with the Bureau of Street Services to provide for maintenance of the medians in perpetuity.

- **City of Los Angeles Intersection Improvements**

The wording "or contribute to the implementation" should be removed, or similar such wording be removed, from all improvements. The Project Applicant should implement all improvements.

- **Mitigation Measure B-8 – Vineland Avenue and Moorpark Street**

The Project Applicant should minimize any portions of the raised medians to be removed, as well as provide for the costs to implement fully landscaped medians, including lighting and irrigation. Furthermore, the Project Applicant should sign a maintenance agreement with the Bureau of Street Services to provide for maintenance of the medians in perpetuity.

- **Cahuenga Boulevard Corridor Improvements**

As well as the above mentioned mitigations, the Project Applicant should pay for the costs of a study and the implementation of identified options by LADOT and Bureau of Street Services for fully landscaped medians between Lankershim Boulevard and Magnolia Boulevard, including lighting, signage and irrigation. The Project Applicant should sign a maintenance agreement with the Bureau of Street Services to provide for maintenance of the medians in perpetuity.

The Project Applicant should also pay for the City of Los Angeles to install signs along Cahuenga Boulevard to restrict the use of the street. Commercial vehicles (over 6,000 lbs.) should be prohibited along the Cahuenga Boulevard Corridor.

Furthermore, implementation of all Cahuenga Boulevard Corridor Improvements should be completed by the Project Applicant prior to the issuance of any building permits for any commercial, industrial, or hotel projects within the Project Site.

- **Mitigation Measure B-12 Cahuenga Boulevard and Riverside Drive**

The Project Applicant should widen the intersection so that the Riverside Drive westbound approach would have a left-turn lane, three through lanes, and a right-turn lane, instead of the proposed re-striping alignment.

- **Riverside Drive Corridor Improvements**

As well as the above mentioned mitigations, the Project Applicant should pay for the costs of a study and the implementation of identified options by LADOT and Bureau of Street Services for fully landscaped medians between Camarillo Street

and Pass Avenue, including lighting, signage and irrigation. Furthermore, the Project Applicant should sign a maintenance agreement with the Bureau of Street Services to provide for maintenance of the medians in perpetuity.
The Project Applicant should also pay for the costs to implement the preferred options identified in a parking study being conducted by the Greater Toluca Lake Neighborhood Council for Riverside Drive in the Toluca Lake Village district. Feasibility of options will be at the direction of LADOT and Bureau of Street Services in consultation with Council District 4 or successor, the Greater Toluca Lake Neighborhood Council, and the Toluca Lake Chamber of Commerce.

Furthermore, implementation of all Riverside Drive Corridor Improvements should be completed by the Project Applicant prior to the issuance of any building permits for any commercial, industrial, or hotel projects within the Project Site.

- **Mitigation Measure B-17 Forman Avenue and Riverside Drive**

The Project Applicant should remove option (b) to signalize the intersection of Riverside Drive and Talofa Avenue and fully implement option (a) at Forman Avenue.

- **City of Los Angeles/Caltrans Intersection Improvements**

The Project Applicant should provide signage along the Lankershim Boulevard corridor northbound to direct traffic away from the Cahuenga Boulevard/134 eastbound on ramp, and instead direct traffic to the Riverside Drive/134 eastbound on ramp. The Project Applicant should also work with CalTrans to remove the two westbound 134 Freeway signs directing Hollywood and Universal Studios traffic to exit at Cahuenga Boulevard and install new signs for these destinations to exit at Lankershim Boulveard, as well as a new northbound sign at Universal Studios directing traffic down Lankershim Boulevard to the 134 Freeway or the 170 Freeway..

- **Mitigation Measure B-42**

The Project Applicant should increase the amount from $500,000 to $7.5 million dollars for implementation of the LADOT Neighborhood Traffic Management Plan process, with $1.5 million dollars dedicated to each residential neighborhood as described. The funding should be placed in escrow with the City prior to the issuance of any building permits for any commercial, industrial, or hotel projects within the Project Site.

- **(N) Mitigation Phasing**

As described above, the Project Applicant should implement all mitigation measures along the Lankershim Boulevard, Cahuenga Boulevard, and Riverside Drive corridors prior to the issuance of any building permits for Zone A and Zone B as described.

FURTHER TRAFFIC MITIGATIONS

- **Toluca Lake Traffic Calming Plan**

The following changes should be added to the Final EIR:

The Project Applicant should pay for the costs to study and implement a Traffic Calming Plan to reduce cut-through traffic and non-residential traffic in the area bounded by the 101 Freeway/170 Freeway on the west, Magnolia Boulevard on the north, Barham Boulevard/Pass Avenue on the east, and the Project Site to the south. This study would be conducted by LADOT and Bureau of Street Services, in consultation with Council District 4 or any successor, the Greater Toluca Lake Neighborhood Council, and the Toluca Lake Homeowners Association. Measures could include, but are not limited to, street closures, partial street closures, speed humps, and round-a-bouts. Measures would also include limiting large commercial vehicle traffic (over 6,000 lbs.) in the residential neighborhoods, as well as along Cahuenga Boulevard and Camarillo Street.

TRAFFIC AND AIR QUALITY MITIGATION

- **L.A. River Bike Path**

The following changes should be added to the Final EIR:

The Project Applicant should pay the City of Los Angeles for the costs to implement a fully improved and landscaped two-lane bike path from Lankershim Boulevard to Barham Boulevard to provide a continuous bike path along the Los Angeles River as contemplated in the City of Los Angeles L.A. River Revitalization Master Plan. The Project Applicant should also dedicate all land to the City of Los Angeles necessary to implement this measure prior to the City's adoption of the City of Los Angeles Specific Plan. Furthermore, the Project Applicant should implement this mitigation prior to the issuance of any building permits within the City of Los Angeles Specific Plan.

OPEN SPACE

The following changes should be added to the Final EIR and City of Los Angeles Specific Plan:

The Project Applicant should provide all Quimby and Recreation and Park funds that are paid for through the construction of residential units to the City of Los Angeles as an addition to the construction of open space as contemplated in the DEIR and the proposed City of Los Angeles Specific Plan. Furthermore, the funds should be restricted to disallow any expenditure for improvements to Griffith Park, as well as provide for payment of improvements to South and North Weddington Park first, under the direction of the Department of Recreation and Parks and Council District 4, or successor.

LANKERSHIM BLVD. CORRIDOR COMM. DESIGN OVERLAY PLAN

The following changes should be added to the Final EIR:

The Project Applicant should pay the City of Los Angeles for the costs of developing and implementing a Community Design Overlay Plan for Lankershim Boulevard between the 101 Freeway and the 134 Freeway, as well as Vineland Avenue between the 101 Freeway and Camarillo Street, for the purposes of design guidelines for commercial, residential, and streetscape projects along the Lakershim Boulevard Corridor. This study would be conducted by the Department of City Planning, in consultation with Council District 4 or any successor, the Neighborhood Council, and the Toluca Lake Chamber of Commerce.

LANKERSHIM BLVD. CORRIDOR BUSINESS IMPROVEMENT DIST.

The following changes should be added to the Final EIR:

The Project Applicant should pay the City of Los Angeles for the costs of developing and implementing a Business Improvement District (BID) for Lankershim Boulevard between the 101 Freeway and the 134 Freeway for the purposes of improving the commercial corridor, business retention, business attraction, maintenance, and façade improvements. The Project Applicant should be required to be part of the BID and vote in favor of the formation of the BID. The BID formation process would be conducted by the City Clerk's office, in consultation with Council District 4 or any successor, the Greater Toluca Lake

Neighborhood Council, and the Toluca Lake Chamber of Commerce.

LANKERSHIM BLVD. CORRIDOR BUSINESS IMPROVEMENT DIST.

The following changes should be added to the Final EIR:

The Project Applicant should pay the City of Los Angeles for the costs of developing and implementing a Business Improvement District (BID) for Lankershim Boulevard between the 101 Freeway and the 134 Freeway for the purposes of improving the commercial corridor, business retention, business attraction, maintenance, and façade improvements. The Project Applicant should be required to be part of the BID and vote in favor of the formation of the BID. The BID formation process would be conducted by the City Clerk's office, in consultation with Council District 4 or any successor, the Greater Toluca Lake Neighborhood Council, and the Toluca Lake Chamber of Commerce.

As indicated above, these changes should be made prior to the issuance of the Final EIR by the Project Applicant and should be included in any comments or changes required by the Los Angeles Department of City Planning.

Sincerely,

LANCE KING
President
LK:AJW

Cc: The Honorable Tom LaBonge, City Councilmember, 4th District
The Honorable Zev Yaroslavsky, County Supervisor, 3rd District
Tom Smith, NBC Universal

Letter No. L3

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

February 7, 2011

RECEIVED
FEB 10 2011
BY

Jon Foreman
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

Subject: NBC Universal Evolution Plan
SCH#: 2007071036

Dear Jon Foreman:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on February 4, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Bas.

SCH#	2007071036
Project Title	NBC Universal Evolution Plan
Lead Agency	Los Angeles, City of

Type	EIR Draft EIR
Description	NOTES: Review per Lead Extended The Project proposes the development of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total 2,937 residential dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans (i.e., the Universal Studios Specific Plan and the Universal City Specific Plan would regulate the County and City portions of the Project Site, respectively). Under the proposed Project, portions of the Project Site that are currently in the County 23 of Los Angeles would be annexed into the City, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles.

Lead Agency Contact

Name	Jon Foreman		
Agency	City of Los Angeles		
Phone	(213) 978-1888	*Fax*	
email			
Address	Department of City Planning 200 N. Spring Street, Room 601		
City	Los Angeles	*State* CA	*Zip* 90012

Project Location

County	Los Angeles						
City	Los Angeles, City of						
Region							
Lat / Long							
Cross Streets	Cahuenga Boulevard / Lankershim Boulevard / Barham Boulevard						
Parcel No.	Various						
Township	1N	*Range*	14W	*Section*	27,28,	*Base*	SBB&M

Proximity to:

Highways	US 101, SR 134, I-5, SR 170
Airports	No
Railways	No
Waterways	Los Angeles Flood Control Channel (LAFCC)
Schools	Various (i.e., Valley View ES, Rio Vista ES, etc.)
Land Use	Present land uses: studio, production, office, theme park/tram four, retail/restaurant, chema/theater, child care. Current City zoning and general plan designations: R1, RE15, RE20, RE40, C1, C2, PB, P, Regional Center, Community Commercial, Limited Commercial; Very Low Density, Minimum, and Medium Density Residential; and Open Space, Current County Zoning and general plan designation: M-11/2 and Major Industrial and Major Commercial.

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Note: Blanks in data fields result from insufficient information provided by lead agency.

Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; Other Agency(ies); Resources, Recycling and Recovery

Date Received	11/04/2010	*Start of Review*	11/04/2010	*End of Review*	02/04/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter No. L4

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

February 28, 2011

Jon Foreman
City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

Subject: NBC Universal Evolution Plan
SCH#: 2007071036

Dear Jon Foreman:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on February 4, 2011. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (2007071036) when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012-3606
PHONE (213) 897-0362
FAX (213) 897-0360
TTY (213) 897-4937

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STATE CLEARING HOUSE

February 3, 2011

Clear 2/4/11 late

NBC Universal (NBCU)
IGR/CEQA No. 101106/AL, DEIR
Vic. US-101/SR-134/SR-170
SCH #2007071036

Mr. Jon Foreman
Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

Caltrans would like to thank the City of Los Angeles for the opportunity to review the draft Environmental Impact Report (DEIR) for the NBC Universal (NBCU) Evolution Plan. Also, Caltrans would like to thank NBCU for fostering a collaborative and innovative process for addressing the transportation impacts of the proposed plan.

During the Evolution Plan process, NBCU approached Caltrans with an interest to work together to comprehensively address the mobility needs of the US 101 corridor and not just impacts associated with the Evolution Plan. US 101 in this area is congested and a transportation challenge that the region has been wrestling with for decades. As a central corridor connecting the region, the need for mobility enhancements is extraordinary, but opportunity is limited. Consequently, when approached with the possibility of addressing a regional need, Caltrans agreed to work collaboratively with NBCU because we feel that it is a unique opportunity to make important safety and mobility improvements in this vital corridor.

The proposed project consists of 1.56 million net new square feet of commercial use, a 500 room hotel, and a 2,937 unit residential dwelling. The applicant anticipates completion of the project by the year 2030.

The project will generate a net 36,451 additional average daily trips (ADT), 3,069 net AM trips, and 3,623 net PM trips. With the implementation of Transportation Demand Management (TDM), project vehicle trips would be reduced to approximately 28,108 ADT, 2,328 trips during the AM peak hour and 2,770 trips during the PM peak hour. In addition, the related projects in the project vicinity will generate 335,184 daily trips, 29,234 AM trips, and 39,529 PM trips.

Although Caltrans does not generally use the Los Angeles County Congestion Management Plan (CMP) when analyzing State facilities, Caltrans agrees that the use of the CMP criteria in this case is appropriate given the nature of the project and the potential regional traffic impacts. Moreover, the NBCU team's early collaborative and proactive effort in working with Caltrans allowed the integration of Caltrans' requirements into the assumptions and methodology used for the traffic study. Also, NBCU has identified the Evolution Plan mitigation to address impacts on the state highway system. Therefore, Caltrans concurs with the proposed traffic methodology, modeling and impact assessment contained within the Evolution Plan traffic study.

The project proposes Regional and Sub-Regional Highway improvements to the US-101, including the interchange at Universal Terrace Parkway (Campo de Cahuenga Way) (for which a PSR has been approved), corridor improvements at Lankershim Blvd., Forest Lawn Drive, Universal Hollywood Drive, and Barham Blvd., Lakeside Plaza Drive and Buddy Holly Drive widening, the addition of a new north-south 4 lane road parallel to Barham Blvd through the NBCU property, and a new US-101 South Bound On-Ramp at Universal Studios Blvd. It is noted on Page 51 of Volume 1 DEIR that, "with implementation of the Project's 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."

Caltrans acknowledges that the proposed identified mitigation would address the impacts of the proposed plan with the following requested modifications / clarifications:

US 101 Corridor Improvements – NBCU has proposed meaningful safety and mobility improvements in the US 101 corridor in addition to the proposed Evolution Plan mitigations. In recognition of the many challenges in the corridor, NBCU has proposed to collaborate and work with Caltrans to advance several potential improvements in order to leverage funding more effectively and provide the greatest benefit to the region. Caltrans concurs with this as an effective approach. It should be noted that NBCU and Caltrans have already begun by initiating efforts to complete the project study report (PSR) for improving safety and highway operations for the US 101 / SR 134 / SR 170 interchange. It is recommended NBCU and Caltrans work cooperatively to execute a memorandum of understanding in the near future to define and document roles and responsibilities for all of the proposed corridor improvements.

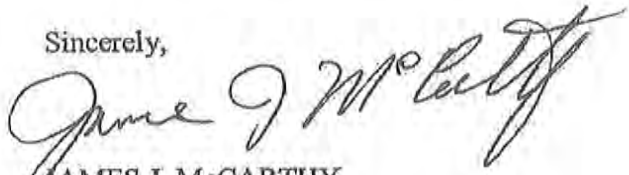
Eastbound SR 134 Riverside/Vineland Off Ramp – This ramp is located within the US 101 / SR 134 / SR 170 interchange and can potentially be a viable alternative for local access to the Evolution Plan site. As part of the US 101 / SR 134 / SR 170 interchange PSR being prepared, NBCU should analyze whether modifications are needed at this ramp and if necessary include such modifications in the PSR.

Westbound SR 134 Forest Lawn Off Ramp – The project proposes installation of a traffic signal and widening at the off-ramp intersection. In order to address potential queuing along SR 134, it is requested that the project provide sufficient storage between Zoo Drive and Forest Lawn, which may result in an auxiliary lane.

Caltrans also requests that a PSR be completed for any proposed and/or physical improvements that serve to mitigate the impacted segments and on/off ramps.

The US 101 is a significant artery in our region and Caltrans looks forward to working with NBCU to bring improvements to this corridor. If you have any questions, please feel free to contact me at (213) 897-0362. Thank you for the opportunity to comment on the Evolution Plan DEIR.

Sincerely,



JAMES J. McCARTHY
Deputy District Director
Planning, Public Transportation
& Local Assistance

cc: Thomas Smith, NBCU
Scott Morgan, State Clearinghouse

Letter No. L5

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
CITY OF LOS ANGELES
MAR 18 2011
ENVIRONMENTAL
UNIT

March 9, 2011

Jon Foreman, Senior City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

DRAFT ENVIRONMENTAL IMPACT REPORT, REVISED NOTICE OF COMPLETION (NOC) AND AVAILABILITY, ENV-20087-0254-EIR, STATE CLEARINGHOUSE NO. 2007071036, NBC UNIVERSAL EVOLUTION PLAN, 100 UNIVERSAL CITY PLAZA, UNIVERSAL CITY (FFER #201000239)

The Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We have no additional comments.

LAND DEVELOPMENT UNIT:

1. The Fire Prevention Division, Land Development Unit, has no additional comments regarding this project at this time. All previous comments and conditions have been addressed in the DEIR document.

2. Should any questions arise, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Juan Padilla, at (323) 890-4243 or at **jpadilla@fire.lacounty.gov**

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance.

2. We have reviewed the NBC Universal Evolution Tree Report. After corrections, the report is accurate and complete as to the location, size, condition, and species of the Oak trees on site. The Forestry Division is working with the applicant and the Department of Regional Planning to establish procedures for Universal Evolution project implementation as it pertains to the County Oak Tree Ordinance.

3. Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 ½ feet above mean natural grade.

4. The applicant should incorporate innovative design to reduce or eliminate the impact to the Oak resources.

5. Appropriate soil erosion control structures and vegetative cover must be provided to prevent erosion. Plants suited to the climate of the area should be considered including drought tolerant (xerophytic) species.

6. If there are any deviations in the trees to be removed or encroached upon, the applicant will be required to file a new Oak Tree Report for review and pay all associated fees. All physical work being performed around the Oak trees will not be permitted until the new review and new Conditions of Approval are complete. Additionally, these requirements will also be implemented if it is found that the information provided by the applicant is inaccurate (i.e. maps, missing trees, etc)

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lj

Letter No. L6

Jon Foreman <jon.foreman@lacity.org>

Fwd: Nbc Universal Evolution Plan

Mosie Blow <MBlow@library.lacounty.gov> **Thu, Feb 10, 2011 at 6:52 PM**
To: Jon Foreman <jon.foreman@lacity.org>
Cc: Virginia Martinez <VLMartinez@library.lacounty.gov>

Attached is a PDF copy and a word version of the revised language for the "Libraries" section of the Draft Environmental Impact Report for the NBC Universal Evolution Plan, ENV-2007-0254-EIR.

The original document has been sent to you by mail.

Please confirm that you have received this e-mail.

If you have questions or need additional information, please contact Malou Rubio at (562) 940-8450 or mrubio@library.lacounty.gov.

Mosie Blow
Administrative Assistant III
County of Los Angeles Public Library
Support Services Section - Developer Fee Unit
7400 E. Imperial Highway, Room 221
Downey, CA 90242
Phone: (562) 940-8455
Fax: (562) 803-0330
E-mail: mblow@library.lacounty.gov

2 attachments

NBC Univeral Evolution Plan.PDF
204K

Universal Vision Plan - DEIR for the NBC Universal Evolution Plan - Markup.doc
43K

County Library
Of Los Angeles Public
READ • LISTEN • EXPLORE • CREATE

County of Los Angeles Public Library ■ www.colapublib.org
7400 East Imperial Hwy., Downey, CA 90242 ■ (562) 940-8400

"Enriching Lives"

Margaret Donnellan Todd
County Librarian

February 10, 2011

Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

DRAFT ENVIRONMENTAL IMPACT REPORT
NBC UNIVERSAL EVOLUTION PLAN
ENV-2007-0254-EIR

This is to provide you with revised comments on the Library section of the Draft Environmental Impact Report for the NBC Universal Evolution Plan, ENV-2007-0254-EIR.

A copy of the marked-up document showing the Library's revisions is attached.

If you have any questions or require additional information regarding this matter, please contact Malou Rubio at (562) 940-8450 or mrubio@library.lacounty.gov.

Sincerely,

Yolanda De Ramus
Assistant Director, Administrative Services

YDR:MR:MB:vm
U:\STAFFSERVICES\DEVELOPER FEE\EIR\Universal Vision Plan - DEIR for the NBC Universal Evolution Plan.doc

Attachment

c: Malou Rubio, Head, Support Services, Public Library
Robert Seal, Library Administrator, Public Library

IV. Environmental Impact

K.5 Public Services - Libraries

[Excerpt from page IV.K.1825, 1830 through 1831]

(3) Impacts Under No Annexation Scenario

(b) County of Los Angeles Public Library Facilities

Under the No Annexation scenario, 1,759 of the 2,937 proposed residential units would be located within the unincorporated area of the County of Los Angeles. Construction of these new residential units is projected to increase the population within the unincorporated area by approximately 3,870 persons, and would therefore increase the demand at the County of Los Angeles Public Library's (County Library) West Hollywood Library. While indeterminable, the Project's retail, commercial, entertainment, and hotel components may also create additional demand for library services. People who work, but do not live, in the Project ~~Site~~ site are likely to use local library services during their time at work or while commuting to and from work.

The County Library determined that the current demand at the existing West Hollywood Library is not being adequately met. In order for the Project to meet the County Library's current service level guidelines for the existing West Hollywood Library, an additional 1,935 square feet and 10,643 new books and other library materials would be needed.

The City of West Hollywood is building a replacement facility for the West Hollywood Library. The future facility would be 32,000 square feet in size and would increase the ability of the County Library to meet the library service needs of the current and future residents of its service area. However, since the West Hollywood Library is approximately 6 miles from the Project ~~Site~~site, it may not be easily reachable for the Project residents. The ~~C~~construction of the new library is expected to be completed in June 2011. ~~is expected to will begin in July 2010.~~

Since ~~a portion of~~ the proposed Project is in the unincorporated area served by the County Library, it is subject to the County's library facilities mitigation fee (*Los Angeles County Code*, Chapter 22.72). The unincorporated portion of the Project ~~S~~site is within the County Library's Planning Area 6 (Southwest). The current mitigation fee for this area, which is adjusted annually based on changes in the Consumer Price Index, as set forth in Section 22.72 of the *Los Angeles County Code*, is ~~$797~~812 per residential unit. ~~The County of Los Angeles Public Library has determined that non-residential development does not significantly contribute to library demand, and as such, no development impact fees are levied on non-residential development. Section 22.72 provides that substitute consideration may be provided in lieu of the library facilities mitigation fee, considering factors such as value, form, and the scope of the library facilities.~~

Implementation of Mitigation Measure K.5-4, as recommended, would reduce potential impacts to County library facilities to a less than significant level. The County Library does not currently have an existing provision to mitigate the impact of non-residential developments on library services.

b. Mitigation Measures

(1) No Annexation Scenario

Mitigation Measure K.5-4: Should the proposed annexation not occur, the Applicant or its successor shall pay to the City a mitigation fee of $400 per dwelling unit, payable at the time of issuance of each building permit for residential uses located in the City portion of the Project ~~Site~~site, which fee shall be used for the purpose of providing or enhancing the delivery of library services at another branch library in the vicinity of the Project.

Should the proposed annexation not occur, the Applicant or its successor in interest shall pay to the County a mitigation fee per dwelling unit, pursuant to *Los Angeles County Code,* Chapter 22.72, payable at the time of issuance of each building permit for the residential units located in the County portion of the Project ~~Site~~site, which fee shall be used for providing library services to the County residents ~~in the vicinity~~ of the Project site. The mitigation fee per dwelling unit, which is currently $812, will be that in effect at the time the building permits are issued.

IV. Environmental Impact

K.5 Public Services - Libraries

[Excerpt from page IV.K.1825, 1830 through 1831]

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(b) County of Los Angeles Public Library Facilities

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Implementation of Mitigation Measure K.5-4, as recommended, would reduce potential impacts to County library facilities to a less than significant level. The County Library does not currently have an existing provision to mitigate the impact of non-residential developments on library services.

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b. Mitigation Measures

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(1) No Annexation Scenario

Mitigation Measure K.5-4: Should the proposed annexation not occur, the Applicant or its successor shall pay to the City a mitigation fee of $400 per dwelling unit, payable at the time of issuance of each building permit for residential uses located in the City portion of the Project ~~Site~~site, which fee shall be used for the purpose of providing or enhancing the delivery of library services at another branch library in the vicinity of the Project.

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Letter No. L7

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

Leroy D. Baca, Sheriff

RECEIVED
MAR 01 2011
BY: M Salazar

February 17, 2011

Mr. Jon Foreman
Senior City Planner
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Dear Mr. Foreman:

REVIEW COMMENTS
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE
NBC UNIVERSAL EVOLUTION PLAN
ENV-2007-0254-EIR; SCH NO. 2007071036
(FPB NO. 10-084)

This letter is transmitted in response to your Revised Notice of Completion and Availability (NOC/NOA) on the Draft Environmental Impact Report (DEIR) for the NBC Universal Evolution Plan Project (Project). The proposed Project is the development of a 391-acre site, involving a net increase of over two million square feet of commercial development, and the construction of over 2,900 dwelling units.

Review comments on the DEIR from the Los Angeles Sheriff's Department (LASD) are provided in the attached correspondence, dated February 2, 2011, from Captain Kelley S. Fraser of LASD's West Hollywood Station (Station).

In summary, the Station has reviewed the DEIR and notes that the document appears to address LASD's concerns regarding operational law enforcement services to the Project site. The Station has no further comments at this time, but notes that the recent change to the ownership structure of the proposed Project may affect the size and scope of the proposed Project and reserves the right to address these and other matters in subsequent reviews of the proposed Project.

Thank you for including LASD in the environmental review process for the proposed Project. Should you have any questions of LASD on this matter, please contact Mr. Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Tracking No. 10-084. Mr. Miyoshi may also be contacted via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

Gary T. K. Tse, Director
Facilities Planning Bureau

A Tradition of Service Since 1850

761551N25A - SH - AD - 32A (2/72)

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

"A Tradition of Service"

OFFICE CORRESPONDENCE

DATE February 02, 2011

FILE NO. N/A

FROM: KELLEY S. FRASER, CAPTAIN
WEST HOLLYWOOD STATION

TO: GARY TSE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: UNIT APPROVAL OF DOCUMENTATION - UNIVERSAL CITY VISION PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

The documentation regarding the November 4, 2010 Draft Environmental Impact Report (DEIR) associated with the Universal Evolution Plan has been received and reviewed for verification.

The DEIR on the Universal Evolution Plan, specifically that portion of the report associated with operational law enforcement services (Part IV, Section K.2) appears to meet all needs of the Sheriff's Department. All changes to the document that were derived from previous discussions, both with your staff, as well as Universal Studios project managers have been incorporated into the DEIR.

Please note that NBC/Universal is under new ownership as of January 2011. The Comcast Corporation is now the majority owner of the company. Due to the ownership change, there exists the possibility that the aforementioned development plan might change in both scope and size.

Thank you for your time and attention to the proposed Universal Evolution Plan. Should you have any questions regarding these remarks, please contact Lieutenant Ken Talianko of my staff at (818) 622-9541.

KSF:KPT:kpt

CITY OF LOS ANGELES
CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL LOGRANDE
DIRECTOR
(213) 978-1271

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

November 18, 2010

REVISED

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NOV 22 2010
#6656
FACILITIES PLANNING BUREAU
ADMINISTRATIVE SERVICES DIVISION

E OF COMPLETION AND AVAILABILITY OF
FT ENVIRONMENTAL IMPACT REPORT
ENV-2007-0254-EIR
ATE CLEARINGHOUSE NO. 2007071036

operty and Occupants and other interested parties

al Evolution Plan

l City Plaza, Universal City, CA 91608

(the "Project") includes the development of an approximately 391-acre site
/alley near the north end of the Cahuenga Pass (the "Project Site"). The
lve a net increase of approximately 2.01 million square feet of new
cludes 500 hotel guest rooms and related hotel facilities. In addition, a
d be developed. Implementation of the proposed Project would occur
rds set forth in two proposed Specific Plans. The proposed Universal City
ent within the portion of the Project Site located within the City of Los
iversal Studios Specific Plan addresses development within the portion of
jurisdiction of the County of Los Angeles. Under the proposed Project,
currently in the County of Los Angeles would be annexed into the City of
ould be detached from the City of Los Angeles and returned to the
Angeles. The proposed annexation/detachment reflects the Applicant's
oundaries that follow existing and planned on-site land use patterns.

the following discretionary approvals from the City of Los Angeles as part

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN
PRESIDENT
REGINA M. FREER
VICE-PRESIDENT
SEAN O. BURTON
DIEGO CARDOSO
MATT EPSTEIN
FR. SPENCER T. KEZIOS
YOLANDA OROZCO
BARBARA ROMERO
MICHAEL K. WOO

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES

CALIFORNIA

ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
ACTING DEPUTY DIRECTOR
(213) 978-1272

VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

November 18, 2010

RE: Extension of Draft Environmental Impact Report review period for NBC Universal Evolution Plan Draft Environmental Impact Report (EIR Case No. ENV-2007-0254-EIR)

Dear Sir or Madam:

The City of Los Angeles is the lead agency for the NBC Universal Evolution Plan project, case number ENV-2007-0254-EIR, State Clearinghouse number 2007071036. This Draft Environmental Impact Report is currently in its public review and comment period. This review period was originally scheduled to end January 3, 2011, but we have extended the end date to February 4, 2011. A revised Notice of Completion and Availability with the new date is attached.

Thank you,

Jon Foreman
Senior City Planner

JF:ms

establishment of Community Facilities/Mello-Roos Districts and any additional actions that may be determined necessary.

Also, the Project Applicant is requesting the following discretionary approvals from the County of Los Angeles for those portions of the Project Site that are located within the unincorporated portions of Los Angeles County: adoption of a Specific Plan to regulate development within the County portions of the Project Site; General Plan Amendments to establish a Specific Plan land use designation, delete an on-site road designation (the "East-West Road") as set forth in the County's General Plan Circulation Element and amend the Urban Form Policy Map to change the project site designation; Zone Change to effectuate the new Specific Plan; Tentative Tract Map; Grading Approvals; Development Agreement; and any additional actions that may be determined necessary.

In addition, the Project Applicant is requesting modification to the City and County jurisdictional boundaries through a Petition for Reorganization application with the Local Agency Formation Commission (LAFCO) and an amendment to the City's sphere of influence.

ANTICIPATED SIGNIFICANT ENVIRONMENTAL EFFECTS: Significant and unavoidable impacts have been identified with regard to air quality (construction, operational, and cumulative emissions), noise (construction and cumulative), transportation (operational impacts, neighborhood intrusion impacts and cumulative impacts), solid waste (operations and cumulative), and due to implementation of the Project's off-site mitigation measures (traffic mitigation measures and improvements/upgrades to the area's water and electrical infrastructure). Other issues addressed in the Draft EIR include land use, parking, noise (operations), visual resources, light and glare, geotechnical, water resources, biota, cultural resources, public services, other utilities (sewer, water, electricity, and natural gas), environmental safety, employment, housing and population, and climate change. With implementation of the proposed mitigation measures, no significant and unavoidable project or cumulative impacts other than those identified above are expected with regard to construction or operation of the proposed Project.

The conclusions presented above also apply to conditions should Project implementation occur pursuant to the existing jurisdictional boundaries.

PUBLIC COMMENT MEETING DATE AND LOCATION: At the request of the Los Angeles County Department of Regional Planning and pursuant to the Memorandum of Understanding between the City and the County, a public comment meeting will be held. Members of the public have the option of providing comments on the Draft EIR at this public meeting, or through written comments submitted in accordance with the procedures set forth below. Speakers at the public meeting will be asked to complete speaker cards, and make their comments on the Draft EIR within the set time allotted to each speaker. No responses will be provided at this meeting. Oral comments from this meeting will be responded to in the Final EIR, as is the case with written comments.

Date:	December 13, 2010
Time:	4:00 p.m.
Location:	Hilton Los Angeles/Universal City Hotel 555 Universal Hollywood Drive Universal City, CA 91608

DOCUMENT REVIEW AND COMMENT: If you wish to review a copy of the Draft EIR or any of the documents referenced in the Draft EIR, you may do so at the City of Los Angeles, Department of City Planning at 200 North Spring Street, Room 621, Los Angeles, CA 90012 or the Los Angeles County Department of Regional Planning at 320 West Temple Street, 13th Floor, Room 1362, Los Angeles, CA 90012. Copies of the Draft EIR are also available at the following Library Branches:

1. North Hollywood Regional Library: 5211 Tujunga Avenue, North Hollywood, CA 91601
2. Frances Howard Goldwyn-Hollywood Regional Library: 1623 North Ivar Avenue, Hollywood, CA 90028
3. Studio City Branch Library: 12511 Moorpark Street, Studio City, CA 91604
4. Central Library: 630 West 5th Street, Los Angeles, CA 90071
5. Burbank Central Library: 110 North Glenoaks Boulevard, Burbank, CA 91502

The Draft EIR is also available online at the Department of City Planning's website [http://cityplanning.lacity.org/ (click on "Environmental" and then "Draft EIR")]. The Draft EIRs can be purchased on CD-ROM for $7.50 per copy. Contact Mariana Salazar of the City of Los Angeles at (213) 978-1882 to purchase one.

If you wish to submit comments following review of the Draft EIR, please reference the file number above, and submit them in writing by February 4, 2011. Please direct your comments to:

Jon Foreman – Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012
(213) 978-6536 (fax)
jon.foreman@lacity.org (e-mail)

If a public hearing is required for the Project, a separate hearing notice will be mailed.

Michael J. LoGrande
Director of City Planning

Jon Foreman
Senior City Planner

Letter No. L8

LA GEECS

Jon Foreman <jon.foreman@lacity.org>

Notice of Avail DEIR NBC Evolution Plan ENV-2007-0254-EIR (10-084)

Tran, Don <Dtran@lasd.org> [redacted] PM
To: jon.foreman@lacity.org

Hello Mr. Foreman:

I've received late comments from the Sheriff Station for the NBC Evolution Plan EIR. I'm in the process of submitting these comments to your office. Understanding these comments are due to your office on 2/4/11. I'd like to send them out to your office by this week. Please advise the timing is acceptable.

Regards,

Don Tran

626 300-3194

Letter No. L9

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Caroline & David Gaynes
Organization (if any):
Address: 3301 Charleston Way
City, State, Zip: Los Angeles, CA 90068
Phone (optional):

Comments

Barham is already congested, so the addition of a substantial increase in traffic will only make the commute for not only the immediate community, but also the numerous individuals who have to go to and from the valley using Barham.

The additional traffic would also severely and negatively impact emergency response times, particularly in the neighboring communities.

It does not appear that there are any reasonable traffic mitigation plans if the development goes through.

2/11

Letter No. L10

LA GEECS

Jon Foreman <jon.foreman@lacity.org>

Comments on the NBC Universal Evolution Plan

Runsultras@aol.com <Runsultras@aol.com> **Sa[redacted]**
To: jon.foreman@lacity.org

Please read the attached letter. Thank you.

Sandra Gitmed
3490 North Knoll Drive
Los Angeles, CA 90068-1522
(323) 851-8691 H
(213) 718-1350 C
Runsultras@aol.com

NBC Universal Evolution Plan letter for DEIR.wps
13K

UNABLE TO OPEN ATTACHMENT
2-8-2011
EMAIL REQUEST SENT BY MARIANNA FOR PDF OR FAX

February 5, 2011

Jon Foreman (jon.foreman@lacity.org)
Senior City Planner
City of Los Angeles Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Comments on the NBC Universal Evolution Plan
Draft Environmental Impact Report, (DEIR)
EIR Case No. ENV-2007-0254-EIR

Dear Mr. Foreman:

My husband and I are residents of the Hollywood Knolls neighborhood and have lived here approximately 25 years. I am also a Board Member of the Hollywood Knolls Community Club, (HKCC). The letter from our community club was sent to you on February 4, 2011, and was signed by our Board President, Daniel A. Savage. I fully agree with that letter and believe that if the project were to proceed, it would be an enormous problem for all the neighborhoods bordering NBC Universal City.

Not only would the residents that now reside in our three neighborhoods, The Manor, Hollywood Knolls and Lakeridge Estates have their quality of life worsened dramatically, but so would the residents of the newly proposed community.

Selling the units to unsuspecting homeowners would be quite cruel. They would not know of the long, long wait on Barham Blvd. nor the congestion on the 101 Freeway during peak hours--which runs from 7 a.m. to 9 p.m. If they think that a shuttle would be a great perk, let them find parking before they even get on a shuttle, or do the "walk and wait" before getting to their destination. We all know they'll soon be using their own vehicles. Our forty-minute tie-ups on Barham Blvd. will seem like Shangri-La compared to the nightmare that will occur if the city fails to mitigate the NBC Universal Evolution Plan as written.

Let us hope that the short-term solution to the diminishing tax base for the City of Los Angeles does not prompt our Department of City Planning to seek short-term, drastic goals.

I can remember the term, Smart Growth. Let's bring that concept back and save the quality, what's left of it, to the city of Los Angeles.

Sincerely,

Sandra Gitmed
3490 North Knoll Drive
Los Angeles, CA 90068-1522
(323) 851-8691 H
(213) 718-1350 C
Runsultras@aol.com

Letter No. L11

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: JAY & TRUDY GOLDBERG
ADDRESS: 4405 Forman Ave
CITY,STATE,ZIP Toluca Lake, Ca. 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
(b) Alternative 9: East/West Road With Forman Avenue Extension
... 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.

(1) Summary of Comparative Impacts
Alternative 9 impacts with regard to traffic, air quality, noise, and historic resources **would be greater than those that occur under the 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 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 proposed Project. ...

COMMENT:

CEQA calls for "**feasible** alternatives to be considered". Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway though an historic golf course and single-family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask *when* was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE: Jay Goldberg

FAX 213 978-6566
3 PAGES

RECEIVED
FEB 09 2011
BY: M. Salazar

February 3, 2011

Letter No. L12

John Foreman
Sr. City Planner
City of Los Angeles
Department of City Planning
200 North Spring St. Room 601
Los Angeles, Ca. 90012

e-mail: jon.foreman@lacity.org

Dear Mr. Foreman:

As a resident of the Hollywood Manor on Blair Drive for over 31 years, I am very concerned about the impact of adding 2,937 units and a 500 room hotel into an overly congested area. I find no indication as to the number of units that are townhouses, condos or apartments, what is their square footage, price, nor what is the visual impact that these buildings will have on our homes.

The Hollywood Manor is a suburban community with the peculiarity of Barham Blvd. being the only street available in and out of our homes. Barham is already a bottleneck at many intersections and during rush hour traffic it could take from 25 to 35 minutes to drive 1.1 mile. What would be the consequences of adding the projected additional 36,000+ daily trips to our daily commute.

I am requesting that Universal show us what criteria was used to reach their calculation of an additional 36,000 daily trips, as well as the criteria used for traffic during the peak season, increased attendance to the park, special events, Hollywood Horror Nights, concerts, etc. My experience is that during their special events it is almost impossible to drive on Lankershim or Coral Drive. It is inconceivable to me that 3,000 additional units with an average of 2 cars per unit, a 500 room hotel and the projected increased attendance to the park will only generate 36,000 additional daily trips.

What would be the consequence of emergency response vehicles, taking into consideration that Barham is the only street to access our neighborhood. How long would an emergency vehicle take to reach a neighbor in distress, or in case of a catastrophe or terrorist act at Universal, how is Universal prepared to deal with victims, and who is paying for the additional response teams.

What would be the impact to the adjacent communities, of the addition of the proposed 4 lane connecting road suggested to alleviate traffic congestion on Barham Blvd. Thousands of daily car trips will utilize this road, exposing the Hollywood Manor, especially those on the ridge, to additional traffic, noise and air pollution. How is the surrounding connecting roads going to impact the Hollywood Manor on noise, pollution and safety? Why isn't this road built alongside the Los Angeles River?

We are requesting the irrevocable commitment for Federal and State funding for the construction and improvement to the freeways and of all surrounding streets BEFORE Universal is granted approval. This is a very grave concern of ours, as with the current state of the economy in California, monies might never be funded. Without traffic funding and completed mitigation, construction of this project can not be granted approval.

The residential component must be scaled down to fit into rational parameters, and moved next to the MTA station. A smaller project next to the transportation site will better accommodate land use, traffic, and emergency response vehicles, it will also avoid the projected main entrance on the already congested Barham Blvd and Forest Lawn Drive. This project is not suitable for a suburban California lifestyle community and it is not complementary to the adjacent residential Hollywood Manor.

California is experiencing a water drought, we are already on water rationing, if the residential component is approved, what will be the consequences to our water supply. How can we be assured that there will be enough water supply for residential consumption and fires. The last fire at the Universal backlot in 2008 was difficult to contain due to lack of water and water pressure. Has this issue been resolved?

If the residential component is approved, how can we make sure that when the entitlements are sold, the developer will not amend the plans for maximum financial benefit.

How can a 20 year project refer to the impacts of the community as "temporary" All you have to do is look at a baby 20 years later to see the impact of 20 years.

Why a project with so many "unavoidable and unmitigatible impacts" to the community be given approval? Why would the city grant permits without assurance that this project is sustainable to the surrounding community and the City. Approval of this project is unacceptable if the mitigations can not be met.

I urge the Planning Commission to carefully review the many significant impacts this project will have on the community and to protect the community before granting approval.

Sincerely,

Miriam B. Palacio
3375 Blair Dr.
Los Angeles, CA. 90068

Letter No. L13

LA GEECS

Jon Foreman <jon.foreman@lacity.org>

RE: COMMENTS TO NBC UNIVERSAL'S Draft EIR

Miriam Palacio <miriambpalacio@aol.com> [redacted]
To: jon.foreman@lacity.org

Dear Mr. Foreman:

I am forwarding once again my comments, as they were returned "undeliverable". Hope this e-mail reaches you. I also sent them by regular US mail.

Please find attached my comments.

Miriam Palacio
miriambpalacio@aol.com

UNIV DEIR Feb 4 PAL Comments.doc.pages
170K

UNABLE TO OPEN ATTACHMENT
2-8-2011
EMAIL REQUEST SENT TO MARIANNA FOR PDF OR FAX

RECEIVED
FEB 08 2011
BY: CPB

February 3, 2011

John Foreman
Sr. City Planner
City of Los Angeles
Department of City Planning
200 North Spring St. Room 601
Los Angeles, Ca. 90012

e-mail: jon.foreman@lacity.org

Dear Mr. Foreman:

As a resident of the Hollywood Manor on Blair Drive for over 31 years, I am very concerned about the impact of adding 2,937 units and a 500 room hotel into an overly congested area. I find no indication as to the number of units that are townhouses, condos or apartments, what is their square footage, price, nor what is the visual impact that these buildings will have on our homes.

The Hollywood Manor is a suburban community with the peculiarity of Barham Blvd. being the only street available in and out of our homes. Barham is already a bottleneck at many intersections and during rush hour traffic it could take from 25 to 35 minutes to drive 1.1 mile. What would be the consequences of adding the projected additional 36,000+ daily trips to our daily commute.

I am requesting that Universal show us what criteria was used to reach their calculation of an additional 36,000 daily trips, as well as the criteria used for traffic during the peak season, increased attendance to the park, special events, Hollywood Horror Nights, concerts, etc. My experience is that during their special events it is almost impossible to drive on Lankershim or Coral Drive. It is inconceivable to me that 3,000 additional units with an average of 2 cars per unit, a 500 room hotel and the projected increased attendance to the park will only generate 36,000 additional daily trips.

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2/11

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I urge the Planning Commission to carefully review the many significant impacts this project will have on the community and to protect the community before granting approval.

Sincerely,

Miriam B. Palacio
3375 Blair Dr.
Los Angeles, CA. 90068

Letter No. L14

Mariana Salazar <mariana.salazar@lacity.org>

Fwd: Attached is my official DEIR Comment Form. Please read. from Bret Paul

Jon Foreman <jon.foreman@lacity.org> **Mon, Feb 7, 2011 at 12:21 PM**
To: "Salazar, Mariana" <mariana.salazar@lacity.org>

---------- Forwarded message ----------
From: **Bret Paul** <bangboom7@gmail.com>
Date: Fri, Feb 4, 2011 at 11:12 PM
Subject: Attached is my official DEIR Comment Form. Please read. from Bret Paul
To: jon.foreman@lacity.org

Mr. Foreman:

Please read my comment.

Thanks,
Bret Paul
resident of the community impacted.

--
Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 N. Spring St., City Hall, Room 273
Los Angeles, CA 90012
Tel: 213-978-1888
Fax: 213-978-6566
jon.foreman@lacity.org

2 attachments

UEP-DEIR-comment-Paul-p1.pdf
3701K

UEP-DEIR-comment-Paul-p2.pdf
3559K

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Bret Paul

Organization (if any):

Address: 3325 Primera Ave Apt. 3

City, State, Zip: Los Angeles, CA 90068

Phone (optional): 323-578-7312

Comments

To Mr. Foreman,

I have lived just off of Barham Blvd for over two decades, and in that time I have seen traffic increase and the quality of life deteriorate in my neighborhood. I have seen Universal Studios expand their operations with additions such as CityWalk and have had to accept the fact that, regardless of assurances, Universal only cares about their profits and will ram through as much development as they can get away with regardless of how it impacts their neighbors.

Thousands of new residents and significantly more traffic through the Barham / Cahuenga corridor is what is being proposed. Sugar-coat it as they do, this is the effect of the plan.

This is an example of corporate hubris and greed that sickens but does not surprise me, having seen this charade before. I implore you to thoroughly look at how this development affects the people who will be impacted by it, not only look at the rationalizations given. The politicians who are all for it due to factors that have nothing to do with serving the community around it. This is a very serious issue; I do not believe Universal, for good reason.

Comments continued

City of Los Angeles File No.: ENV-2007-0254-EIR

County of Los Angeles File No.: RENV 200700014

Powerful money is behind this; powerful politicians are behind this. I am merely a citizen stating for the record, THIS IS WRONG as it is presently envisioned. Universal may be able to do this legally, but I believe that their proposing something which will in future times will be looked back upon as a vulgar example of greed and corporate negligence of their social responsibilities. If it goes through, it will forever damage what had been a great place to live.

Yours truly,

Bret Paul

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

Letter No. L15

Jon Foreman <jon.foreman@lacity.org>

NBC Universal's Proposed Evolution Plan

Melinda Peters <petersicsw@sbcglobal.net> [redacted]M
To: jon.foreman@lacity.org
Cc: parks@lfia.org, streets-traffic-parks@lfia.org, zoning@lfia.org

Dear Jon Foreman: As Los Feliz residents who care not only about our own neighborhood, we are distressed about the potential impact of the current plan. However the traffic is mitigated, we feel strongly that Griffith Park should in NO way be a part of the plan. Additionally, we have concerns about increased traffic volume on the 101 Freeway. We await further information as planning continues, but in the interim wish to express our concerns regarding traffic in general and the sanctity of Griffith Park. Can metro lines (with adequate adjacent parking) be linked in any way to the proposed project? Yours sincerely, Tom & Melinda Peters

http://www.freeimagehosting.net/uploads/4dbf6a459e.gif
http://www.freeimagehosting.net/uploads/4dbf6a459e.gif

Letter No. L16

Mariana Salazar <mariana.salazar@lacity.org>

Fwd: Evolution Plan Project (Urgent)

Jon Foreman <jon.foreman@lacity.org> **Mon, Feb 7, 2011 at 12:21 PM**
To: "Salazar, Mariana" <mariana.salazar@lacity.org>

---------- Forwarded message ----------
From: **GeigerSchrift, Melissa (*IC)** <Melissa.GeigerSchrift@ellentv.com>
Date: Fri, Feb 4, 2011 at 11:24 PM
Subject: Evolution Plan Project (Urgent)
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>
Cc: "jason.schrift@abc.com" <jason.schrift@abc.com>

Dear Mr. Foreman,

I am writing to express to you my strong opposition to the proposed project for 5 MILLION square feet of new residential and commercial space in this area. Anyone who has ever attempted to drive on n Barham Blvd. during the morning or evening rush hour knows this already congested thoroughfare cannot handle an 80% increase in traffic. Nor do we wish to sustain significant impacts to our air quality, noise and solid waste.

I work on the Warner Bros Lot in Burbank and I live just over the hill in the Hollywood Dell. Every morning and every evening I sit in traffic. I watch as impatient drivers illegally cut through neighborhood side streets, or attempt to make a right off Cahuenga onto Barham from the far left lane because traffic is so backed up from Barham that people get so selfish and impatient that they will do whatever they can to cut in front of all the other cars. With no traffic, I can get to and from work in 7 minutes. This is never the case. There have been times when I battle traffic for upwards of 45-60 minutes to get home. If there is an event at the Bowl, traffic is backed up on Barham all the way to Warner Bros. Thousands of people use that road daily to get to Burbank, Warner Brothers, Universal Studios and Toluca Lake. I cannot imagine what this project will do to my commute and the additional time it will take from my family.

Even if there is a separate entrance for the Evolution Plan project, the additional population of the area will certainly have an adverse affect - regardless of the additional jobs and revenue it may create.

I have heard that this project could very well be in violation of the California Environmental Quality Act, which states the following: "Under the principle of CEQA, a proponent cannot create an impact without mitigating for it. In other words, a project must not contribute individually or cummulatively to the degradation of the California environment."

Please consider my voice and the voices of all my neighbors who feel the same way. WE DO NOT want this proposed project to become a reality.

Sincerely,
Melissa Schrift

****
melissa geiger schrift
supervising producer
"ellen degeneres show"
4000 warner blvd.
bldg 19
burbank, ca 91522

office: 818.954.5455
fax: 818.954.5002
melissa.geigerschrift@ellentv.com

--

Jon Foreman, Senior City Planner
City of Los Angeles, Department of City Planning
200 N. Spring St., City Hall, Room 273
Los Angeles, CA 90012
Tel: 213-978-1888
Fax: 213-978-6566
jon.foreman@lacity.org

Letter No. L17

RECEIVED
FEB 07 2011
BY: Mpalazan

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Howard Strom
Organization (if any):
Address: 3411 La Falda Pl
City, State, Zip: LA CA 90068
Phone (optional):

Comments I think the plan is too ambitous - Far too much Housing on the Barham side. Not Enough traffic mitigation.
We need a road across the back of Universal near the LA River / wash connecting Barham - Pass to Lankershim.
Barham need to reduce traffic at peak hours. 6:30 pm is backed up all the way down the hill into Toluca Lake!
I don't think planted medians along Barham will help traffic flow.

Letter No. L18

Jon Foreman <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR

rayt <raytinla@yahoo.com> Sa[redacted]PM
To: LA City Planner/Project Coord <jon.foreman@lacity.org>
Cc: LA City Planning Director <gail.goldberg@lacity.org>, "LA City Council Tom L." <tlabonge@council.lacity.org>, HKCC Neighborhood <hollywoodknolls@yahoo.com>

attached:

NBC UNIVERSAL EVOLUTION PLAN DEIR February 1, 2011

SCH NO: 2007071036

City of Los Angeles File No.: ENV-2007-0254-EIR

County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Name: Mr. Raymond Tocchio

Organization: Hollywood Knolls Community Club

Address: 3466 Blair Drive

City, State, Zip: Los Angeles, CA 90068

Phone (optional): (323) 874-1201

To Mr. Jon Foreman,

I have been a Hollywood Manor resident for the past 13 years.

Over these years I've commuted in and out of Hollywood through the Cahuenga Pass, Lake Hollywood, Barham Blvd and I know these routes like the back of my hand. I have witnessed the traffic go from bad to

worse, to the point it has become a safety issue with motorists blocking intersections, making illegal turns from incorrect lanes and many more unsafe driving maneuvers. There have been many more accidents and some fatal. The traffic jams are now in both directions on Barham Blvd and not just during rush hour(s) anymore.

I am quite frightened and upset what the impact will be if Universal adds thousands of more vehicles to the equation of the already very real traffic problem we have in the surrounding neighborhoods of Universal City. It is impossible to exit the 101 southbound Barham exit turning left to make a left turn onto Barham bridge from Cahuenga West during rush hour. Again, the intersections are blocked with vehicles. When you try to go east or west on Barham Blvd off ramps from the 101 Freeway, there are numerous vehicles one right after the other making left and right turns from incorrect lanes.

I can't say enough how this will be magnified with more vehicles in these areas!

I am upset about the impact on how tall buildings will have on my neighborhood with blocking views. My house sits directly on the back lot. If these buildings are built, this could drastically bring the value down on my home and neighboring homes. There will be more noise during construction and after with more people and vehicles. If there are thousands of more people & vehicles, statistics prove there will be more crime, transients and problems.

I am against and do not want my neighborhood to be used as a throughway in and out of Universal City. The Hollywood Manor has been a nice quiet neighborhood and I do not want to see it go down in value after all these years.

Even if Universal downsizes their plan, I believe all the above and below will still apply.

P 1 of 2

Here is a list of my concerns with the Universal Evolution Plan:

Traffic in term of counts, cut-through impacts, mitigations, parking, circulation, neighborhood impacts
Air quality impacts during construction
Visual impacts (blight, billboards, lights)
Noise during and after construction
Environmental changes/adverse effects
Wildlife impacts
Population impacts
Impacts to resources and utilities – water, public services, emergency services, schools and the burdens of infrastructure
The lost of the historic back lot and its loss as a production zone (with production jobs)
The timing of the project and impacts beyond the 20 year development phase
The placement of the residential development miles away from the MTA site
The bifurcation of this project with the MTA FEIR and the cumulative impacts

My question in closing is: What are you going to do to protect our neighborhoods and families?

Sincerely,

Raymond Tocchio

Cc: Gail Goldberg (gail.goldberg@lacity.org)

Cc: Tom LaBonge (tom.labonge@lacity.org)

Cc: Daniel Savage H.K.C.C (hollywoodknolls@yahoo.com)

NBC UNIVERSAL EVOLUTION PLAN DEIR-1.pdf
81K

Letter No. L19

Do Not destroy the Neighborhood!!

Project,

...dition, Alter...

...onding impacts under A...

..., Alternative 9 would increase ve...

of intersections during the morning a... ...in under

the prope... ...ne proposed US 101 Freeway southbound o... ...studios

Boulevard would ... under Alternative 9, a significant impact would re... ...e additional freeway

segment that does not occur under the proposed Project. ...

COMMENT:

CEQA calls for "**feasible** alternatives to be considered". Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway though an historic golf course and single- family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask *when* was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE:

Letter No. CF1

greater toluca lake
neighborhood council

10116 Riverside Drive, Suite 200 Toluca Lake, California 91602

TEL 818-755-7674 * FAX 818-755-7649

www.gtlnc.org | info@gtlnc.org

ENVIRONMENTAL AFFAIRS COMMITTEE

To: Jon Foreman
Fax: 213-978-6566
Phone: (000)000-0000
Pages: 3

From: Cornelio & Daphne
Re: NBC Universal Evolution Plan DEIR
Phone: 818-755-7674
Fax: 818-755-7649
Date: 02/03/11

Urgent [x] Review[x] Reply [ ] Please Call [ ]

NBC UNIVERSAL EVOLUTION PLAN DEIR

SCH NO: 2007071036

City of Los Angeles File No.: ENV-2007-0254-EIR

County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Fax: 213-978-6566
E Mail: Jon.Foreman@lacity.org

Name: ___Cornelio Gutierrez-Lozano & Daphne Kozek_____

Organization:___ The Greater Toluca Lake Neighborhood Environmental Affairs Committee

Address:_ 10116 Riverside Drive Suite 200A Toluca Lake, CA 91602_____

Dear Mr. Foreman,

Thank you for this opportunity to respond to the UEP DEIR. On behalf of the Environmental Committee of the Greater Toluca Lake Neighborhood Council I would like to express concern for the planned destruction and or removal of hundreds of protected trees.

Protected Tree (Added by Ord. No, 177,404, Eff. 4/23/06.) .Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one half feet above the ground level at the base of the tree:
(a) Oak tree including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrfo1ia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa).
(b) Southern California Black Walnut (Juglans calfornica var. calfornica).
(c) Western Sycamore (Platanus racemosa).
(d) California Bay (Umbellularia calfornica).
This definition shall not include any tree grown or held for sale by a licensed nursery, or trees planted or grown as a part of a tree planting program.

Planting trees prevents air pollution by the process that plants use to convert carbon dioxide in the air into oxygen (photosynthesis). Trees are generally the plant of choice due to the amount of carbon dioxide needed to sustain such a large organism.
Removing these larger tress that are fully grown would only hurt us more with the city's pollution.
Furthermore once you replant these trees that they are going to take and grow healthy in their new locations.

Trees:

- Help to settle out, trap and hold particle pollutants (dust, ash, pollen and smoke) that can damage human lungs.
- Absorb CO_2 and other dangerous gasses and, in turn, replenish the atmosphere with oxygen.
- Produce enough oxygen on each acre for 18 people every day.
- Absorb enough CO_2 on each acre, over a year's time, to equal the amount you produce when you drive your car 26,000 miles. Trees remove gaseous pollutants by absorbing them through the pores in the leaf surface. Particulates are trapped and filtered by leaves, stems and twigs, and washed to the ground by rainfall.

As stated in the DEIR: ***The loss of these trees within the City's jurisdiction would be considered a significant impact.*** And then goes on to add . *However, implementation of the protected tree regulations in the proposed City Specific Plan, requiring the planting of replacement trees or the* ***payment of an in-lieu fee*** *that would fund the planting of replacement protected trees.*

Does it not make the existing laws worthless when "protected" mature trees can be destroyed? How does their paying fees replace our mature trees? Trees that may have taken 100 years to reach their stature? How does this serve *our* community? How does this serve our neighboring communities? How does this exacerbate the already sited unmitigateable "significant impact" on air quality? How can it be justified to remove HUNDREDS of trees that help clean this dirty air?

We are also concerned that the mitigation measures sited are not adequate and will not properly protect the remaining trees.

We are also concerned about the lack of consideration of this land as a true Wildlife Corridor. And again question the mitigation measures sited to protect the birds and other wildlife.

We are also concerned and disappointed at the total disregard for the Los Angeles River. This DEIR touts the Plan as a Green project and yet ignores such a rich element. How does this comply with the Los Angeles River Revitalization Master Plan?

I urge you to please take this into consideration before the trees are removed.

Thank you,

Daphne Kozek

Cornelio Gutierrez-Lozano & Daphne Kozek
Co-Chairs
The Greater Toluca Lake Neighborhood Environmental Affairs Committee

Letter No. CF2

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: BEVERLY ALLEN
Organization (if any):
Address: 4114 W. MCFARLANE AVE
City, State, Zip: BURBANK, CA 91505
Phone (optional): 818-567-1958

Comments I looked to buy a house in Toluca Lake for 10 years. I am now 80. I was looking for an area where I could retire and have the quality of life I feel entitled to. The traffic congestion + traffic on Pass + Barham

Letter No. CF3

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: ALSTON H & N
Organization (if any): TLPOA
Address: VALLEY SPRING LANE
City, State, Zip: T. L. CA 91602
Phone (optional):

Comments

QUESTION HOW MANY ALCOHOLIC LICENSES THIS TIME?

Letter No. CF4

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Linda Arroz

Organization (if any):

Address: 11138 AQUA VISTA ST #32

City, State, Zip: STUDIO CITY CA

Phone (optional): 818 752 9168

Comments I Support the project!

Letter No. CF5

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Eric Bergstrom MD.
Organization (if any): Self employed physician
Address: 3426 Floyd Terrace
City, State, Zip: Los Angeles California 90068
Phone (optional):

Comments Attention! Before this very large multi-million dollar building project is done; there must be a solid infrastructure in place first! All the electric lines, water lines, sewer lines, telephone lines, and especially roads to carry the high amount of traffic must be in place to function immediately. Project planners for cities and private industry very often proceed with building before they have really studied the project. A recent case is LAX planners already having a building underway when they discover the new edifice will block the view of the air field for the air traffic controllers. Since I live in this area, I do want new business, but first, make sure it will not harm the population already there. Use your head and hopefully some intelligence before raging ahead! Think before you act!

NA

Letter No. CF6

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

RECEIVED
DEC 17 2010
BY: [illegible]

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name:
Organization (if any): HKCC
Address:
City, State, Zip:
Phone (optional): 323-851-9033

Abe Bloom
3151 Lake Hollywood Dr
Los Angeles, CA 90068-1541

Comments No to Planed Development

Letter No. CF7

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Patricia Bore
Organization (if any):
Address: 10439 Valley Spring Lane
City, State, Zip: Tujunga Hills, Ca 91602-2805
Phone (optional):

Comments

The volume of traffic on Cahuenga Blvd, Riverside Drive and Barham Blvd seems to increase daily. The air in our area during the summer months, is almost unbreathable. Add to this the noise from the Amusement Park on weekends and also during the summer. All of this negatively impacts on our life in this area.

Add to this the NBC Universal Evolution Plan, and we have more traffic, more air pollution and more noise!

To quote Board Member, Terry Davis:
"We are not against growth. Any proposed project should enhance our community and our quality of life - not destroy it."

2/X

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: Patricia Bloore
ADDRESS: 10439 Valley Spring Lane
CITY,STATE,ZIP Toluca Lake, Ca. 91602-2805

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
(b) Alternative 9: East/West Road With Forman Avenue Extension
... 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.

(1) Summary of Comparative Impacts
Alternative 9 impacts with regard to traffic, air quality, noise, and historic resources **would be greater than those that occur under the 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 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 proposed Project. ...

COMMENT:

CEQA calls for "**feasible** alternatives to be considered". Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway though an historic golf course and single-family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask *when* was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE: Patricia Bloore

Letter No. CF8

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213)978-6566 for receipt by February 4, 2011

Name: Jennifer Christian-Herman
Organization (if any):
Address: 3421 North Knoll Drive
City, State, Zip: Los Angeles, CA 90068
Phone (optional): 323-845-0208

Comments:

I am writing to express my concern about and opposition to NBC's Universal Evolution Plan. As a 14-year homeowner and resident in the Hollywood knolls area, I have seen the growing impact of traffic on our neighborhood. The current plan, and the traffic that it will create, will seriously impact our quality of life as well as safety. As you know, the draft Environmental Impact Report found this will add 36,000 additional daily vehicle trips on surrounding streets. And that is after construction is completed, so not even including construction vehicle traffic and infrastructure improvements. Currently, even brief street work or an accident on Barham brings traffic to a virtual halt as a long line of cars snakes up Barham. A normally 3 minute drive can take 45 minutes. It is hard to imagine the impact and pollution created by of thousands of additional cars.

Barham is one of the major routes from the LA basin and the 101 to Burbank and the 134 East. A lot of Burbank studio employees and traffic uses that route. None of that will change with this plan. They are adding an additional road running *through* the development, but even so there is bound to be serious strain on Barham with high-rise office buildings at the intersection of Barham and Forest Lawn.

While we wish that no construction would occur, we appreciate that MNBC owns this land and should be able to develop it within reason. The best option seems to be for them to scale down the scope fo the project/skyscrapers and to pay for real street improvements and new freeway ramps.

We are concerned about our quality of life and property values. Thank you for you help!

Jennifer Christian-Herman

Letter No. CF9

Jon Foreman <jon.foreman@lacity.org>

Draft EIR

1 message

LEAHLC4@aol.com <LEAHLC4@aol.com> Mon, Jan 31, 2011 at 2:10 PM
To: jon.foreman@lacity.org

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV 2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
January 31, 2011

Name: Leah Creed
Organization: Hollywood Knolls Community Club
Address: 3452 Troy Dr. Los Angeles, CA 90068

Comments:
As a thirty-plus year resident of the community known as Hollywood Manor, I am opposed to the approval of the DEIR as it is presented for these few of many of the following reasons:

1. The NBC Universal Evolution Plan DEIR should be reviewed at the same time and in conjunction with the NBC Universal Vision Plan DEIR or else both projects should be combined to form one project and a new DEIR should be submitted for the combined plan.

2. All infrastructures and mitigating measures should be completed **prior** to issuance of any building permits for the construction of any buildings on the project site.

3. The DEIR addresses the impacts on Libraries and Schools, but it does not address the impact that the project's future population will have on the closest Hospital and Urgent Care Facilities. **What impact will the project's future population have on the closest Hospital and Urgent Care Facilities?** The issue of needed Emergency and General Hospital Care and Urgent Care Facilities should be addressed in the DEIR.

4. **Was a study done to determine if there are any Endangered Species of Animals or Plants within the project site? Was the U.S. Department of Wild Life contacted or did the Department of Wild Life do any kind of review to determine if any type of endangered species exists within the project site?** The DEIR does not address the possibility of Endangered Species of any type Animal or Plant. At one time the entire project site was part of what was referred to at the time as the "Hollywood Hunting Grounds". For this reason there may still be some sort of animal such as a kangaroo rat or other animal or plant that may be on the Endangered Species List. This issue should be addressed in the DEIR and

the project site should be reviewed by the U.S. Department of Wild Life for the possibility of Endangered Animals and Plants.

5. As proposed in Alternatives 8 and 9, the East/West Road if required will be for private use. The construction of the East/West Road should be **required** and for **public use**. The reason is that no matter how many private internal roads are built within the project boundaries, those internal roads can only be entered from either Barham Blvd. or Lankershim Blvd., both of which are already heavily congested. The Discretionary Action to Remove the East/West Road for the County Highway Plan should be **DENIED**.

6. The mitigating proposals relating to police, fire, and paramedic services, by all means of common sense, seem to be woefully inadequate. The currently low ratio of first responders to the current population should not be used to validate or equate the findings (of the DIER) and the proposed mitigations for the future ratio of first responders to the future population that will exist when the project is completed and additionally populated.

Draft_EIR_Comments_2.doc
29K

Letter No. CF10

RECEIVED
JAN 19 2011
BY: M Salazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV 2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
January 17, 2011

Name: Leah Creed
Organization: Hollywood Knolls Community Club
Address: 3452 Troy Dr. Los Angeles, CA 90068

Comments:

As a thirty-plus year resident of the community known as Hollywood Manor, I am opposed to the approval of the DEIR as it is presented for these few of many of the following reasons:

1. The NBC Universal Evolution Plan DEIR should be reviewed at the same time and in conjunction with the NBC Universal Vision Plan DEIR or else both projects should be combined to form one project and a new DEIR should be submitted for the combined plan.

2. All infrastructures and mitigating measures should be completed **prior** to issuance of any building permits for the construction of any buildings on the project site.

3. The DEIR addresses the impacts on Libraries and Schools, but it does not address the impact that the project will have on the closest nearby Hospital and Urgent Care Facilities. The issue of needed Emergency and General Hospital care and Urgent Care Facilities should be addressed in the DEIR.

4. The DEIR does not address the possibility of Endangered Species of any type Animal or Plant. At one time the entire project site was part of what was referred to at the time as the "Hollywood Hunting Grounds". For this reason there may still be some sort of animal such as a kangaroo rat or other animal or plant that may be on the Endangered Species List. This issue should be addressed in the DEIR and the project site should be reviewed by the U.S. Department of Wild Life for the possibility of Endangered Animals and Plants.

5. As proposed in Alternatives 8 and 9, the East/West Road if required will be for private use. The construction of the East/West Road should be **required** and for **public use**. The reason is that no matter how many private internal roads are built within the project boundaries, those internal roads can only be entered from either Barham Blvd. or Lankershim Blvd., both of which are already heavily congested. The Discretionary Action to Remove the East/West Road for the County Highway Plan should be **DENIED**.

6. The mitigating proposals relating to police, fire, and paramedic services, by all means of common sense, seem to be woefully inadequate. The currently low ratio of first responders to the current population should not be used to validate or equate the DIER's findings and proposed mitigations for the future ratio of first responders to the future population that will exist when the project is completed and additionally populated.

Letter No. CF11

Jon Foreman <jon.foreman@lacity.org>

Fw: Plz do not build and ruin our canyon

laura crossley <lc-crossley@sbcglobal.net> **Wed, Feb 2, 2011 at 8:03 PM**
To: "www." <jon.foreman@lacity.org>

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Laura Crossley
Organization (if any):
Address: 3409 Troy Drive
City, State, Zip: la ca 90068
Phone (optional):

Comments to have additional housing built in my neighborhood would put the traffic at a worse standstill then it already is ! I can't imagine anything positive coming from building up this location. The amount of traffic and accidents because of the traffic is already out of control. This has always been a quiet neighborhood, low-key and almost a hideaway. This will ruin what has been beautifully maintained for years. I am the 3rd generation to have the privilege of living in such a desolate neighborhood & this project would totally destroy it . I can't see of anyway possible the traffic can be redirected . We have no noise pollution except for the occasional fire dept siren at the bottom of the hill. With a condense population in the area that would inevitably go up. This is a canyon with great propensity for fire hazard as it is. More building, more population, more reason to think our safety will be at risk. In addition the feel of a canyon is to see and enjoy what land we have, now we will be like any other overrun neighborhood with too many people, too much noise, cars. The views will be absconded and the feel of having the studio back lot in the neighborhood will be a thing of the past. I fear that this will act as a catalyst for the neighborhood to disperse and move to somewhere reminiscent of what we once had. Peace and mostly tranquility.

In the end less people with higher income and stability will be living here. Your venture will not be monetarily advantageous.

Respectfully,

A homeowner who enjoys the silence to think, live and work in.

Letter No. CF12

Jon Foreman <jon.foreman@lacity.org>

Fwd: Plz do not build and ruin our canyon

Troy <tzayc@aol.com> **Wed, Feb 2, 2011 at 5:18 PM**
To: jon.foreman@lacity.org

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Troy Crossley
Organization (if any):
Address: 3408 Troy Drive
City, State, Zip: Hollywood, CA 90068
Phone (optional):

Comments to have additional housing built in my neighborhood would put the traffic at a standstill. I can't imagine anything positive coming from building up this location. The amount of traffic and accidents because of the traffic is already out of control. This has always been a quiet neighborhood, low-key and almost a hideaway. This will ruin what has been beautifully maintained for years. We have no noise pollution with the exception of a few disrespectful neighbors. The views will be absconded and the feel of having the studio back lot in the neighborhood will be a thing of the past. This is a canyon with great propensity for fire hazard as it is. More building, more population, more reason to think our safety will be at risk. In addition the feel of a canyon is to see and enjoy what land we have, now we will be like any other overrun neighborhood with too many people, too much noise, cars...and I fear that this will act as a catalyst for the neighborhood to disperse and move to somewhere reminiscent of what we once had. Peace and mostly tranquility.

In the end less people with higher income and stability will be living here. Your venture will not be monetarily advantageous.

Respectfully,

A homeowner who enjoys the silence to think, live and work in.

Letter No. CF13

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: PHILIP DAGORT
Organization (if any): ARIODANTE PRODUCTIONS, INC.
Address: 10450 MOORPARK STREET
City, State, Zip: TOLUCA LAKE, CA 91602
Phone (optional):

Comments AS A CONCERNED RESIDENT & BUSINESS OWNER IN THE ~~[illegible]~~ PROJECT AREA, I WOULD LIKE TO ASK:
WHY IS THIS PROJECT'S IMPACT ON TRAFFIC, NOISE, POLLUTION, & QUALITY OF LIFE FOR THE NEIGHBORHOOD BEING CONSIDERED SEPARATELY FROM THE MTA METRO SITE PLAN? HOW IS THE TWO PROJECTS CUMULATIVE IMPACT BEING CONSIDERED, AND IN THAT MANNER ADDRESSING THE ISSUES MENTIONED ABOVE?

HOW IS BUILDING A NEW ROAD SURROUNDED BY NEW RESIDENTIAL DEVELOPMENT REALLY GOING TO SOLVE NOISE & TRAFFIC ISSUES? HOW IS THE DEIR ADDRESSING THE FUTURE, WHEN THE NEW 2000 RESIDENTS START COMPLAINING ABOUT TRAFFIC & NOISE ON THEIR ROAD, & NOISE & ACTIVITY FROM FILMING NEAR THEM AT THE STUDIO?

OTHER THAN FOR PROFIT, HOW IS TURNING A LARGE PORTION OF THE BACK LOT INTO RESIDENCES & REMOVING A BERM THAT NOW ACTS AS A SOUND BREAK FOR CURRENT "MANOR" RESIDENCES ON BARHAM MITIGATING THE CURRENT TRAFFIC, NOISE & QUALITY OF LIFE ISSUES?

8.6

Letter No. CF14

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Decker - Erika
Organization (if any): Hollywood Manor
Address: 3228 Craig Dr.
City, State, Zip: LA CA 90068
Phone (optional):

Comments Widening of Barham Blvd is insane - I live here since '72 - am for updating the Universal studio but no theme park. I live here. Road - air - noise - water power etc. enough is not to mention traffic. Improve the lot but leave the land (open land) open.

Greed Greed Greed

Letter No. CF15

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Connie Elliot
Organization (if any): Island Community
Address: 4061 Cartwright Ave
City, State, Zip: Studio City 91604
Phone (optional): 818-760-0926

Comments There should have been an end time set - perhaps saying you would stay later if needed. I know people who did not come because they didn't know if the meeting would be finished by the time they got off work.

Letter No. CF16

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: KRIS EVANS
Organization (if any):
Address: 3360 BLAIR DRIVE
City, State, Zip: LOS ANGELES CA 90068
Phone (optional): 323 876 5213

Comments i am very concerned about the impact the NBC Universal plan will have on my neighborhood and the neighborhood affected by this plan. besides the major problems this plan will have on the already congested traffic areas (i.e. barham blvd) i have concerns over other services that will be impacted.
what measures are being taken for more police, schools, firefighters, hospitals and emergency services to accomodate the thousands of added residents and businesses this plan will create?
what about water, power, garbage collections, etc. that will have to be increased to a budget (california) that is already at a breaking point?

(next page)

WA

Comments continued

because of the problems with housing sales, homes in my neighborhood have become rentals with as many as 6-8 occupants (not family member but individuals). this had lead to more noise, garbage, parking problems, crime; the list goes on. and we want to add more housing when we can't sell what we already have? you want to add more properties that will be left empty because the market can't sustain this growth?

i think the impact this development will be so detainmental to the residents in an already overcrowded city.

thank you,

kris evans

Please fold in thirds

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF17

Jon Foreman <jon.foreman@lacity.org>

Plz do not build and ruin our canyon

jill franklyn <frankeee4@gmail.com> **Tue, Feb 1, 2011 at 10:25 PM**
To: jon.foreman@lacity.org

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: jill franklyn
Organization (if any):
Address: 3401 troy drive
City, State, Zip: la ca 90068
Phone (optional):

Comments to have additional housing built in my neighborhood would put the traffic at a standstill. I can't imagine anything positive coming from building up this location. The amount of traffic and accidents because of the traffic is already out of control. This has always been a quiet neighborhood, low-key and almost a hideaway. This will ruin what has been beautifully maintained for years. We have no noise pollution with the exception of a few disrespectful neighbors. The views will be absconded and the feel of having the studio back lot in the neighborhood will be a thing of the past. This is a canyon with great propensity for fire hazard as it is. More building, more population, more reason to think our safety will be at risk. In addition the feel of a canyon is to see and enjoy what land we have, now we will be like any other overrun neighborhood with too many people, too much noise, cars...and I fear that this will act as a catalyst for the neighborhood to disperse and move to somewhere reminiscent of what we once had. Peace and mostly tranquility.

In the end less people with higher income and stability will be living here. Your venture will not be monetarily advantageous.

Respectfully,

A homeowner who enjoys the silence to think, live and work in.

Letter No. CF18

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan

Kathy Garmezy <KGarmezy@dga.org> **Wed, Feb 2, 2011 at 9:32 AM**
To: jon.foreman@lacity.org
Cc: Dan Groya <DGroya@sag.org>

Dear Mr Foreman,

Attached please find our comments on the NBC U Development Plan. We are residents of Lakeridge Estates community and believe the expansion, as currently designed, has the potential to create major problems for our neighborhood. We appreciate the solicitation of our comments and hope the city takes into account our concerns. We are well aware of the forces that NBC U can muster. I will also be sharing this with our Councilman LaBonge.

I faxed this last night as well. Thank you.

Kathy Garmezy and Dan Groya
3008 Longdale Lane
Los Angeles, CA 90068

NBC Uni Evolution Plan - Draft Environmental Impact- Kathy Ga.PDF
85K

to Jon Forman

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: KATHY GARMEZY + DAN GROYA
Organization (if any): Hollywood Knolls Association
Address: 3008 Longdale Lane
City, State, Zip: Los Angeles, CA 90068
Phone (optional): 323-969-8529

Comments

We live in Lakeridge Estates, a lovely self-contained community. Access in and out is severely limited. You can go across the bridge to Mulholland or get on the Cahuenga except North to Barham.

The NBC Universal plan has the potential to create a situation where we are literally trapped by traffic. It will also immeasurably impact the ability of residents to travel into the valley. The traffic on Cahuenga already bad will get worse. The community feel of the neighborhoods around Lake Hollywood will be undermined.

We have great concerns about

Comments continued

The thought WBCU has given to these issues when they decide to create that much housing & business development in our community. It seems out of proportion to what we can sustain.

Please fold in thirds

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you.

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF19

Jon Foreman <jon.foreman@lacity.org>

Universal DEIR Comments

Jason Goldklang <jgoldklang@gmail.com> **Fri, Feb 4, 2011 at 2:48 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

Attached please find my comments regarding the Unviversal DEIR.

Regards,
Jason Goldklang
3401 Blair Dr.
Los Angeles, CA 90068

UEP-DEIR-comment-form Jgoldklang.pdf
151K

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Jason Goldklang

Organization (if any):

Address: 3401 Blair Dr.

City, State, Zip: Los Angeles, CA 90068

Phone (optional): 917-837-8377

Comments

I have serious concerns and questions regarding the Universal Evolution plan. As a resident of the Hollywood Manor, whose home sits on the Universal side of Blair Dr., I would have to deal directly with years of construction right outside my home. I would be subjected to tremendous noise, pollution and other negative aspects that go along with major construction projects. I would like to know what Universal's plan is to compensate or help their neighbors like myself, whose property will have a direct impact from the negative effects of construction. In addition, when Universal had the fire in their backlot a few years ago, we suffered severe loss of water pressure. With such a large development plan, I would like to know how water pressure and other resources will be ensured to my neighborhood.

On another note, currently, especially during rush hour between 3pm and 8pm, Barham BLVD is virtually gridlocked with traffic. Hollywood Manor exits onto Barham. There are days where I can barely pull into or out of the neigborhood. So my question would be how does this plan work, with years of road construction causing traffic delays and detours and then with the eventual additional traffic from the development? Thousands of additional cars and years of traffic will make it virtually impossible to access my neighborhood. I am concerned about access to the neighborhood for emergency personal.

With all of the above negative impacts on my neighborhood and my property and my quality of life, I

Comments continued

foresee a significant decrease in property values, since potential home buyers will not want to move into a neighborhood which is effected by a major 20 year construction plan. How will Universal, ensure that the neighborhood and its property values are not impacted by Universals own plan to increase their value.

Specifically in the DEIR there is a Table Listing of Community Receptor Areas and Receptor Locations Nose Monitoring and Receptor Locations. Of the 10 receptor locations for the Hollywood Manor 8 of them are either on homes that are owned by Universal, are on Universal property, or are at the homes of people with Universal connections (employees, former employees). My question is with 80% of these sites having a Universal connection and knowing that Universal has had decades of noise violation complaints, including a violation most recently for 2010's halloween horror nights, how can the neighborhood be ensured that these sound reports are non-biased?

Overall, historically it seems Universal has expanded over the years and their expansion has major impacts on the surrounding neighborhoods. Being "land-locked", it seems as though this current expansion plan is poorly planned and will have a negative impact on the surrounding communities, given the enourmous size of the development proposal. How can Universal mitigate the impact of this development for the Blair Dr. homes that border their property, since these homes will be the most effected.

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF20

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR Comments -

John Fewell <JFewell@entonegroup.com> **Wed, Feb 2, 2011 at 3:01 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>
Cc: Noreen Halpern <NHalpern@entonegroup.com>, Matthew McInnis <mmcinnis5@yahoo.com>

Hello Jon –

Please find Noreen Halpern's Draft Environmental Impact Report Comments attached.

Please let me know if there are problems or questions.

Thanks!

John Beau Fewell | Office of Noreen Halpern | eOne Television
9465 Wilshire Blvd, Suite 500, Beverly Hills, CA 90212
p:310.407.0960 x 108| f: 310.407.0961 **Please note new extension**

NBCU Evolution DEIR comments-Halpern .pdf
76K

2/14

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Noreen Halpern
Organization (if any):
Address: 3527 Wonderview Dr.
City, State, Zip: Los Angeles, CA 90068
Phone (optional): 310·407·0960 x 102

Comments

I would like to Start by Stating that I object to this development.

I have Several Concerns about the development, primarily its impact on the local environment. With the addition of 3000 new homes and an 80% expected increase in traffic, this project will overwhelm local facilities and Roads. I'm concerned that this in turn will impact access to public services Such as schools, police, fire Safty and emergency Medical assitance.

I'm further Concerned that these changes will have a negative affect on the natural environment, and would expect air, noise and light pollution to increase greatly in the area.

Comments continued

Please fold in thirds

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF21

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

RECEIVED
DEC 30 2010
BY:

(Please hand in or mail back by February 4, 2011)

Name: STEPHEN HAMPAR
Organization (if any): TOLUCA LAKE HOMEOWNER ASSOCIATION
Address: 10247 VALLEY SPRING LANE
City, State, Zip: TOLUCA LAKE, CA 91602
Phone (optional): 818.687.4915

Comments

(1) CONCERNED ABOUT LACK OF MITIGATION FOR NOISE, DURING & AFTER CONSTRUCTION

(2) CONCERNED ABOUT NEGATIVE IMPACT ON PROPERTY VALUES.

Letter No. CF22

RECEIVED
CITY OF LOS ANGELES
FEB 01 2011
CITY PLANNING
COMMUNITY PLANNING BUREAU

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, *or fax to (213) 978-6566 for receipt by February 4, 2011*

Name: Sharon Harris
Organization (if any): Hollywood Dell Homeowners
Address: 2737 Rincon.a Dr.
City, State, Zip: Los Angeles, CA, 90068
Phone (optional):

Comments I am writing about my concerns for NBC Universal Evolution plan. I have been a Los Angeles resident my whole life and have seen development take over a city with no thought of the damage it can create to the city. In way of traffic conjestion, loss of natural environments and over population with less services to provide for them. I am all for job creation, but at what impact to the already surrounding areas. No where in these plans have I seen any mention of improved roads and traffic signals or expansions of exsiting roads to handle the increased traffic this project will create. Along with any plans for public parks or any green space. I believe that a Balcony on

Comments continued

an apartment building is not green space. Nor is there any mention of public schools being created to compensate for the increase to the population in an already over populated area with already over crowded and under funded schools. If I were to see that these concerns were to be address, I might be more willing to support the proposed development plan. Until these needs are met I am very much against the NBC development plan.

— Sharon Harris

Sharon Harris

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

Letter No. CF23

Jon Foreman <jon.foreman@lacity.org>

Universal Project

Mary Hedley <mary90068@yahoo.com> **Wed, Feb 2, 2011 at 12:41 PM**
To: jon.foreman@lacity.org

To Whom it May Concern:

We have all heard and seen the numbers: 80percent increase in traffic on Barham Blvd.

One can only imagine what impact that number alone will have on the health of the residents in our community.I trust that you have heard of Emphysema, heart disease and a host of other respiratory diseases.
I can't imagine anyone willing to be stuck in two miles per hour traffic on the way to and from work or school or shopping...Not I.
Thank you for considering the opinion of a long time resident.

Respectfully,

Mary Hedley
3272 Craig Drive

Letter No. CF24

RECEIVED
JAN 19 2011
BY: M Salazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-20007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Linda and Fred Johnston
Organization (if any): N/A
Address: 3978 Fredonia Drive
City, State, Zip: Los Angeles, CA 90068
Phone (optional): 818-763-9543

Comments

These comments will address the Draft Environmental Impact Report for the Universal Evolution Plan project, which has not adequately addressed traffic issues that could severely impact residents' safety in the area where we live. That area could also be even more impacted by the project to be described in the Metro plan. *Together or separately, the impact could be life-threatening.*

We live on the block of Fredonia Drive nearest Lankershim Boulevard, south of the Hollywood Freeway and the intersection where Ventura Boulevard and Cahuenga Boulevard meet. Our street, and many others in this area, are narrow and one lane if cars are parked at the sides. Our main accesses to get out of the hills are via Lankershim and Vineland Boulevards.

The DEIR has given a number to the intersection at Lankershim Boulevard & Ventura Boulevard/ Cahuenga Boulevard (38) and to the intersection of Vineland Avenue & Ventura Boulevard (14) but it does not adequately address the traffic issues at either.

In fact, the DEIR states in Section IV.B.1, page 647, that "sole intersection along the Ventura Boulevard corridor from Lankershim Boulevard/Cahuenga Boulevard to the Hollywood Freeway southbound on-ramp... is the intersection of Ventura Boulevard at Lankershim Boulevard/Cahuenga Boulevard." It goes on to state that "No parallel alternative routes via local residential streets are available as a bypass to Ventura Boulevard around the Lankershim Boulevard/Cahuenga Boulevard intersection that would provide access to the Hollywood Freeway southbound on-ramp. *Therefore, no significant neighborhood intrusion impacts in this area would be anticipated.*" (emphasis added)

This is nonsense. For one thing, the part of Vineland Avenue south of Ventura Boulevard parallels Ventura Boulevard and is already used as an alternate route. In fact, fire trucks from the fire station on Vineland Avenue currently use this area for access to avoid congestion on Ventura/Cahuenga (and perhaps making it easier for them to make the turn in their larger vehicles). Individual drivers, stuck in unmoving traffic on Ventura/Cahuenga, also use that route attempting to get around traffic, perhaps to get to the Hollywood Freeway southbound on-ramps.

This area is already overly congested. At certain times of the day, residents are blocked into the residential area, unable to get onto local main roads without significant delay. Adding to that congestion, particularly in times of emergency, could be extremely dangerous to residents.

Conditions will only get worse if the Universal Evolution Project goes forward as planned, and will become impossible if both that project and the Metro Project go forward without adequate traffic mitigation-- assuming any method of mitigation can actually work. Section IV.B.1 of the DEIR, page 640, states the Lankershim Boulevard corridor between Ventura/Cahuenga, going north, is among the corridors anticipated to add 1,200 more daily trips.

Residents, therefore, would not be able to exit the hillsides. The only other ways on our street would be to drive along the essentially one-lane, winding roads to the end of Fredonia, which would also be impacted by the traffic on Cahuenga, or to go a much longer distance up Wrightwood to Mulholland and over Laurel Canyon or one of the other streets accessed there--also subject to traffic. Other streets in the hills would be similarly impacted.

We also understand that those traffic mitigation measures that are contained within the DEIR are to be performed not in the first phase of development, but sometime in later phases--which may never occur.

We strongly urge that adequate traffic mitigation measures be addressed at the beginning of any development, and that the development itself be judged partly on how its size and scope will affect surrounding neighborhoods--and plans be modified accordingly.

We attended the public meeting to discuss the DEIR on Monday, December 13, 2010, at the Universal Hilton. We particularly appreciated the comments of Councilman Tom LaBonge, where he expressed major concerns about the traffic issues. Like the Councilman, we are not opposed to development. But we do believe it must be done in a rational manner designed to be safe and take nearby residents and their concerns into account.

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn.: **Jon Foreman, Senior City Planner**

Letter No. CF25

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: MARILYN LASKOW
Organization (if any): STUDIO CITY RESIDENTS ASSOCIATION
Address: 11623 CANTON PLACE
City, State, Zip: STUDIO CITY, CA 91604
Phone (optional):

Comments

I AM TOTALLY OPPOSED TO THIS GARGANTUAN DEVELOPMENT PLAN. IT WILL IMPACT NEGATIVELY ON ALL THE POSITIVE QUALITIES OF LIVING IN THIS AREA - THE TRAFFIC IN THIS AREA IS ALREADY HEAVY AND JAMMED AT PEAK HOURS. FOR ME THE PROJECTED PLAN WILL LEAD TO AIR POLLUTION, A SHORTAGE OF WATER AND IMPACT ALL EXISTING SCHOOLS, SERVICES E.G. POLICE, POWER WITH STRESSFUL CONSEQUENCES.

IN A WORD NO!!! TO IT ALL - PLEASE - IT IS A MONSTER OF A PLAN THAT SEEMS TO HAVE NO POSITIVE IMPACT EXCEPT FOR UNIVERSAL INVESTORS WHO PROBABLY WILL LIVE IN BEL AIRE OR BEVERLY HILLS WHERE THIS WOULD NEVER BE ALLOWED -

THANKING YOU FOR YOUR KIND ATTENTION:
Marilyn Laskow

Letter No. CF26

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: WILLIAM LASAROW
Organization (if any): STUDIO CITY RESIDENTS ASSN
Address: 11623 CANTON PL
City, State, Zip: STUDIO CITY, CA 91604
Phone (optional):

Comments

I oppose the evolution plan because of the detrimental impact on the Studio City area.

Letter No. CF27

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: DEBORAH MARIOTTI
Organization (if any):
Address: 3473 PALMERA AVENUE
City, State, Zip: LOS ANGELES, CA 90068
Phone (optional):

Comments I HAVE LIVED IN THE HOLLYWOOD KNOLLS FOR 24 YEARS. DURING THAT TIME, I HAVE WATCHED DEVELOPMENT IN OUR SURROUNDING AREAS. THE TRAFFIC ON BARHAM BOULEVARD HAS INCREASINGLY GOTTEN WORSE. IT IS DIFFICULT TO IMAGINE MORE RETAIL & RESIDENTIAL UNITS AS PROPOSED NOT CREATING MORE OF A TRAFFIC NIGHTMARE. IN ORDER TO ACCOMMODATE THE INFLUX OF RESIDENTS & WORKERS, THE STREETS WOULD NEED TO BE WIDENED & ALTERNATIVE ROADS/ACCESS BUILT.

WHILE DEVELOPMENT CANNOT BE STOPPED, IT CAN CERTAINLY BE SCALED DOWN.

Letter No. CF28

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: JM. K. MARTIN
Organization (if any): —
Address: 10439 VALLEY SPRING LANE
City, State, Zip: TOLUCA LAKE, CA. 91602
Phone (optional): —

Comments THERE IS ALREADY A LOT OF TRAFFIC NOISE AND POLLUTION IN THIS AREA DUE TO BEING CLOSE TO THE 134 AND 170 FREEWAYS AND HEAVY TRAFFIC ON CAHUENGA AND RIVERSIDE DRIVE, BUT A 4 LANE ROAD DOWN FORMAN AVENUE WOULD TRULY DESTROY A TOTALLY RESIDENTIAL AREA WITH LOTS OF FAMILIES AND A NEIGHBORHOOD SPIRIT. THERE MUST BE A BETTER ALTERNATIVE TO HANDLE INCREASED TRAFFIC THAT WOULD ROUTE IT TO MORE COMMERCIALLY DEVELOPED AREAS OR IMPROVING ROADS ALREADY NEAR THIS AREA - NOT THROUGH THE MIDDLE OF A NEIGHBORHOOD.

Letter No. CF29

Jon Foreman <jon.foreman@lacity.org>

Universal DEIR Comment

Nicole Loughlin <nicoleloughlin@gmail.com> **Fri, Feb 4, 2011 at 2:46 PM**
To: jon.foreman@lacity.org

Dear Mr. Foreman,

Attached please find my comments regarding the Universal DEIR.

Regards,
Nicole McLoughlin
3401 Blair Dr.
Los Angeles, CA 90068

UEP-DEIR-comment-form N McLoughlin.pdf
125K

8/A

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Nicole McLoughlin

Organization (if any):

Address: 3401 Blair Dr.

City, State, Zip: Los Angeles, CA

Phone (optional): 310-455-6805

Comments

I have grave concerns regarding the overall impact of Universal's Evolution plan development. Major issues I have are Traffic, noise, pollution,effect on property values, effect on wildlife, effect on resources such as water pressure and emergency services response times.

If I cannot currently get into and out of my street due to heavy traffic on Barham, how will the additional traffic from this plan effect the already gridlock-like conditions. How will emergency service responders be able to reach citizens in a proper amount of time?

My home shares a property line with Universal's backlot. This area is the proposed area for massive development of residences and other structures. According the the DEIR there will be unavoidable impacts from noise and pollution. How will Universal compensate me for having to deal with years of noise and pollutants.

The current backlot is the home to many wildlife. Deer, Coyotes, snakes, rats, mice. Anytime Universal has a major event or production back there, the wildelife swarms, especially the rats, into our neighborhood and onto our property. With permanent development, what plans does Universal have to mitigate the displacement of the natural homes of these wildlife?

During the backlot fire in 2008 significant water resources were used to put out that fire. In my house that day I barely had any water pressure in my house. How will Universal ensure the community that

Comments continued

there massive development won't effect water pressure and other resources/utilities?

Lastly I am very concerned about all of these negative things happening to our neighborhood over the 20 year period. These negative effects will hurt property values and dissuade prospective buyers from moving into the neighborhood. How does Universal plan to compensate the home owners for this impact on the value of our private homes, all caused by Universal attempting to increase their prorperty value.

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF30

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Douglas McPherson
Organization (if any):
Address: 3405 Adina Drive
City, State, Zip: Los Angeles, CA 90068
Phone (optional):

Comments

I support smart growth. Central LA needs jobs and needs housing nodes clustered around transportation hubs so that we can improve mass transit options and use. The UEP plan, however, externalizes high costs in the form of traffic and increased pollution without providing commensurate public benefits. Barham Blvd cannot absorb the proposed traffic loads and the impact on air quality, when combined with existing pollution from the 101, is unacceptable for the children and families living in the area. I urge you to require an objective and comprehensive review to ensure that the numerous social costs of this project are fully understood.

2/4

Letter No. CF31

Jon Foreman <jon.foreman@lacity.org>

DEIR

1 message

Matthew McInnis <mmcinnis5@yahoo.com> **Tue, Feb 1, 2011 at 5:54 PM**
Reply-To: Matthew McInnis <mmcinnis5@yahoo.com>
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

Please see attached letter.
Best,
Matt
ON BEHALF OF: Kevin C. Murphy

Matthew McInnis
"Hellcats"
Assistant to the Producers
c. 604-377-5862
o. 604-453-4940

DEIR.docx
58K

N/A

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036 City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: KEVIN MURPHY
Organization (if any):
Address: City, State, Zip: 3527 Wonderview Drive, Los Angeles, 90068
Phone (optional):

Comments:

I am not in favor of this development for a number of reasons but namely the environmental impact during construction as well the population impact that will no doubt come with it.

Submit by Email | Print Form

Letter No. CF32

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Cheryl O'Donnell

Organization (if any):

Address: 3240 Blair Drive

City, State, Zip: Los Angeles, CA 90068

Phone (optional): 323.842.8992

Comments

Can you please address my concerns regarding the NBC Universal Expansion Plans? Does Universal/City of LA plan to expand the freeways & roads to accommodate potentially an additional 36k+ vehicle trips per day to the area? Currently it takes 15 minutes to just make a left turn from Cahuenga to Barham or a right turn on to Barham from the 101 during peak hours. What will are Universal/City of LA plans to avoid traffic detours, lane & street closures during construction? What sort of effort will be made to avoid having traffic cut through residential streets and causing noise and danger to residents? What are your plans to help with the current Hollywood Bowl Traffic & the extension of the season for Circ de soleil? Does the city have plans to off set the additional costs for traffic police & street expansion costs given the continuous State budget cuts/crisis? What plans are in place for air quality given the pollution generated by 20 yrs of construction dust and additional traffic will cause? How will this effect the wildlife? What plans are in place for all the animals that live in the hills of Universal? What does the Sierra Club think of this project? Are they involved in the process? Why is the Universal Backlot not considered a Historic Monument? What steps are in place to ensure that the water pressure & supply remain at the same levels? This is a concern given the current draught limits on water imposed by the City of LA. What are your plans to avoid any power/water issues in the area? Currently, we experience blackouts in the neighborhood during storms. What measures will be in place to ensure prompt emergency response times? Who will incur the costs of adding additional police/fire staff in the area? What measures will be in place given the hills are a fire zone? How will you deal with the increased fire & security risks created by this project? How will this

effect propertyvalues given new construction has a higher market value than old construction? What measure will be in

Comments continued

place to ensure that views and forest feeling in the neighborhood will not be destroyed? I look forward to your response to my questions.

Warm Regards,

Cheryl O'Donnell

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

Letter No. CF33

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Fran Reichenbach
Organization (if any): Beachwood Canyon Neigh. Assn.
Address: 2751 Westshire Dr.
City, State, Zip: Hollywood, CA 90068
Phone (optional): 323-462-BCNA (2262)

Comments Nowhere within the EIR is the traffic impact mitigation regarding Beachwood Canyon. Adding tens of thousands car/vehicular trips per day will result in grid lock thru our neighborhood. Currently, traffic on our small streets at peak freeway hours is almost unbearable. Cut through traffic from Barham at Lake Hollywood → tahoe → Mulholland → Ledgewood → Beachwood → Franklin ~~congests~~ congests our streets. Please include our Neighborhood as well as The Knolls, Lake Hollywood Estates, and Hollywoodland in your final EIR and suggest how you will ~~mit~~ mitigate these impacts.

Also — There will be other neighborhoods with narrow streets such as ours that will be similarly impacted. Outpost Estates + Cahuenga Pass ~~are~~ will as Hollywood Heights are ~~and~~ three. I see no reference to the fact that they too will ~~be~~ experience grid lock + Street erosion as a result of the increased "cut through" traffic.

Letter No. CF34

RECEIVED
FEB 04 2011
BY: Msalazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: SUSAN R. ROSEN
Organization (if any): HOLLYWOOD KNOLLS COMMUNITY CLUB
Address: 3326 FLOYD TER.
City, State, Zip: L.A., CA 90068
Phone (optional): 323/273-3326

Comments My husband and I are 34-year residents of Hollywood Manor, residing 1 block west of Barham Blvd. We're the "old timers" on our block, having been there longer than everyone else.

We are very concerned about several parts of the enormous proposed development:

1. Traffic on Barham Blvd., already chokingly heavy mornings and evenings, would get far worse – and there is no space to add more capacity from the freeway bridge (another existing problem area) until well past Lake Hollywood Dr.
   – All of the thoroughfares in the area are at or beyond capacity already. How would these conditions be mitigated?

2/4

Comments continued

2. We would lose a relatively open area on the Universal property which harbors wildlife and mitigates density in the surrounding long-developed neighborhoods. Air quality, demand on resources and transportation in the area would be adversely affected.

3. No subway station within easy walking distance and little other public transportation available works against the interests of all residents.

4. Our neighborhood in particular would be "surrounded" by dense development on 3 sides, with the 4th side being a more congested Barham Blvd. – not encouraging to contemplate.

(OVER)

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

Letter No. CF35

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Mary & John Sears
Organization (if any): member of HKCC
Address: 3337 Tareco Dr
City, State, Zip: Los Angeles, CA 90068
Phone (optional):

Comments

- While I realize growth is a fact of life, it appears that the existing neighborhood and the quality of life that it provides are not being taken into consideration with the size of this development. The neighborhoods that border Barham Blvd are somewhat land-locked. What is your solution to the existing traffic let alone the additional 36,000 car trips that are projected for this development? What are your traffic solutions for the existing developments along Barham separate from the new development?
- Why is a road not going all the way through the NBC Universal property to Lankersham vs just addressing the entrance to the new housing development on the back lot?
- Why is not the denser housing development part of the the Metro development?
- Why are not the multiple developments for this project being considered together to fully understand the impact to these land locked areas vs as separate projects with separate studies?
- I do not want a "Century City" complex, why are there no limits on the height of the buildings being suggested and recommended to help maintain the integrity of the area? The existing high rises are an "eye sore" and look out of place.

2/4

Letter No. CF36

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: George Shea
Organization (if any): Studio City Neighborhood Council
Address: 4288 Klump Ave.
City, State, Zip: Studio City CA 91602
Phone (optional): 818-980-6769

Comments

My wife who was for a number of years a member of the Land Use Committee for the Studio City Neighborhood Council was not able to attend this meeting today as she is in Good Samaritan Hospital. Her name is Martha Stevens. I am George Shea, her husband.

We both view this plan as wildly over ambitious. Density is a very serious problem already. This plan if it is carried out will very likely destroy the quality of life for residents of Studio City. Traffic is already beyond capacity. Also much of the project is being constructed not on land owned by Universal but it is Los Angeles City property.

We totally oppose this project in every respect.

Letter No. CF37

RECEIVED
JAN 25 2011
BY: M Salazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Martha STEVENS

Organization (if any):

Address: 4288 Klump Ave.

City, State, Zip: Studio City, CA 91602

Phone (optional):

Comments What about parking for the Metro. Presently there is not enough parking. Would this project include more free parking?

This project would definitely diminish the quality of life for those living in the surrounding area. The noise, traffic, shadow, signage along with pollution is unacceptable. Impacts sighted as significant and unavoidable seems to write off nearby residents as collateral damage.

As LA is on rationed water, how is it the DWP indicates adequate water supply for this project?

In regard to 155 + overcrowded schools, the mitigation measure of paying applicable fees wouldn't make the schools any less crowded!

Presently parking is a significant issue in Studio City. I don't see adequate parking for the planned residences. Too such a mammoth project will certainly impact the traffic problems we already have.

Comments continued

I was alarmed to read of the cancer causing pollution levels this project would yield. It is unthinkable to inflict surrounding residents, let alone workers, to cancer risks. How can we be sure of safe levels. ~~Mitigation plan~~

I live in a suburban community. Many of us live here to avoid the noise, traffic, & faster pace of the city. The saddest thing about this project is that it seems to have little consideration whatsoever for the people who live in a community.

----Please fold in thirds----

cent stamp and mail for receipt by Friday, February 4, 2011. Thank yo

Martha F. Stevens
4288 Klump Ave
N Hollywood, CA 91602

PM
JAN 22
2011

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

90012\3243 C003

Letter No. CF38

Jon Foreman <jon.foreman@lacity.org>

EIR questions from a manor resident

HVH1450@aol.com <HVH1450@aol.com> **Thu, Jan 27, 2011 at 1:53 PM**
To: jon.foreman@lacity.org

attached are some questions....

thanks steve

EIR questions.docx
84K

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566
for receipt by February 4, 2011
Name: Steve Stone
Organization (if any): HKCC
Address: 3285 Blair Dr.
City,Los Angeles, State,CA Zip: 90068
Phone (optional): 323-876-2644
Comments
I want to ask the following:

1) **How did the EIR manage to be broken in two parts, changing its character.**
2) **Who was the individual who came up with this "idea" in the first place.**
3) **Who are the public officials who will be involved in the decisions made as they relate to the EIR?**
4) **Will we receive a commitment that everyone involved in the decisions to proceed with this "plan", to have read and understood the 39,000 pages and be willing and able to answer questions at any further proceedings?**
5) **When will we see the plan to handle the traffic that will be created when the plan is completed?**

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF39

Jon Foreman <jon.foreman@lacity.org>

RE: NBC Universal Evolution Plan Dier pdf for Feb 4 receipt

1 message

Faye Swist <fswist@adelphia.net> **Sat, Jan 29, 2011 at 10:40 AM**
To: jon.foreman@lacity.org

Hello, my pdf response attached for receipt by Feb 4.

I am against any large scale development in this area. The area is already too dense as is and congestion and traffic is horrible.

Faye Swist
Toluca Lake

DEIR Alt #9 FS.pdf
141K

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME:_____Faye Swist_____
ADDRESS:___4753 Clybourn Avenue #9 _
CITY,STATE,ZIP___Toluca Lake, CA
91602_____

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
(b) Alternative 9: East/West Road With Forman Avenue Extension
... 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.

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3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

Faye Swist

SIGNATURE:_ _____

_____

2/8

Letter No. CF40

Jon Foreman <jon.foreman@lacity.org>

ENV-2007-0254-EIR

Susan Tomb <s.tomb@sbcglobal.net> **Fri, Feb 4, 2011 at 5:05 PM**
To: jon.foreman@lacity.org

2 attachments

UEP-DEIR-comment-form-1-tomb.pdf
4885K

UEP-DEIR-comment-form-2-tomb.pdf
4766K

21A

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: Susan R. Tomb

Organization (if any):

Address: 3325 Primera Avenue Apt. 1

City, State, Zip: Los Angeles, CA 90068

Phone (optional): 323-969-0396

Comments First I want to state that I am in favor of the part of the NBC Universal "Evolution Plan" ("EP") that relates to upgrade of studio technology and construction of new studio facilities. This work will bring both short term construction jobs, and the even more beneficial long term, ongoing, entertainment related jobs. However, the troubling aspect of the EP is the construction of large, high-rise, residential units. The scope of the plan is so large that it will have significant negative effects on resources, traffic, visual impact, noise, pollution and greatly increased population density in a relatively small area. This residential construction would also permanently destroy the irreplaceable resource of the studio backlot. Also the preservation of what makes the Southern California lifestyle so unique and positive. Just as the plans to build upon our beautiful hillsides and ruin the vista of the iconic Hollywood sign, it would be a permanent mistake to overbuild, overburden in the manner of the EP in its present full, unchecked, scope.

I am the daughter of a Civil Engineer and Land Planner, and a native Southern California resident, and have resided in the Hollywood Knolls for over 13 years. I am very familiar with the area and the traffic problems. The proposed EP, mainly the residential portion, would unreasonably burden an already overburdened traffic system. Due to a lack of key interconnections within surrounding freeways, traffic pours onto the streets which become choked with cars. One of the most effected streets is Barham Blvd. which runs along areas of the NBC Universal property. I know how choked with traffic it is, and also how much of the traffic spills into the surrounding neighborhoods as drivers attempt to cut-through and avoid the crowds. The EP states that traffic will increase many fold in our already landlocked area. This is an unacceptable impact upon the surrounding communties.

Comments continued RE: City of Los Angeles File No.: ENV-2007-0254-EIR

County of Los Angeles File No.: RENV 200700014

Communities United For Smart Growth ("CUSG") is genuinely in favor of more jobs, increased tax revenue and NBC Universal improving its facilities. However, new development must be planned so that the impact to the surrounding communities is not unreasonably detrimental, and also so that better alternatives are not ignored. Members of CUSG have offered alternative ideas which actually make better use of surrounding public transit services, mitigate the negative impacts far better, and still preserve and increase the very desirable long-term entertainment based jobs. There really is a win-win here. It is crucial that the ideas and alternatives offered by the CUSG be considered so that this new development will be of great benefit to NBC Universal, while still taking into account the quality of life of all the surrounding communities.

We must take care to guard against unchecked development by very powerful entities to the detriment of regular citizens and the impact upon the many environmental aspects. The unfair use of power and influence while wielding the magic passwords of "more jobs" so that a massive corporation can achieve unchecked growth, would, in the end, do great harm. There are significant elements contained in the EP which require rethinking, and in actually would benefit both NBC Universal and the wider surrounding communities.

Thank you for your time and careful attention to this extremely important matter.

Sincerely,

Susan R. Tomb

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning

200 N. Spring St., City Hall, Room 601

Los Angeles, CA 90012

Attn: **Jon Foreman, Senior City Planner**

Letter No. CF41

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Elizabeth Turchan

Organization (if any):

Address: 622 N. Beachwood Dr.

City, State, Zip: Los Angeles, CA 90004

Phone (optional):

Comments

I was very impressed with the DEIR generated and attention paid to the potentially serious effects of this major development on traffic congestion in the area.

Since I commute through the Cahuenga pass daily, I was delighted to learn of the traffic mitigation steps proposed. While it's impossible to completely eliminate any adverse traffic impacts, the improvements to over a hundred intersections, and to access the 101 FWY, and the links to mass transit will make a huge difference.

I support this project and think Los Angeles needs this to make us competitive.

Thank you.

Letter No. CF42

NBC UNIVERSAL EVOLUTION PLAN DEIR
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County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Marbeli Uriarte
Organization (if any): —
Address: 5827 Gregory Av #205
City, State, Zip: LA CA 90038
Phone (optional): (323) 572-0401

Comments I think this is good to all Angelinos because it will bring local jobs, and that is what a lot of us need Right now.

Letter No. CF43

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

(Please hand in or mail back by February 4, 2011)

Name: Bonnie Vitti
Organization (if any): Toluca Lake Homeowners Assoc.
Address: 4110 W. McFarlane Ave.
City, State, Zip: Burbank, CA 91505
Phone (optional): (818) 842-8422

Comments I am very worried about traffic gridlock on Barham & the 101. I appove of Universal expanding its film/attraction facilities but not so big, and not all the housing (unless it is less housing and employee-only)

I am worried about sewage & water too, & noise somewhat.

But mostly traffic & grid lock & parking in the neighborhood, in Toluca Lake & on Riverside.

Letter No. CF44

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2
CITY PLANNING
COMMUNITY PLANNING BUREAU
M Salazar

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

Deliver or mail to address below, email to jon.foreman@lacity.org, or fax to (213) 978-6566 for receipt by February 4, 2011

Name: DAVID R. WESTAWAY JR.
Organization (if any): MEMBER, TOLUCA LAKE HOA.
Address: 10531 WHIPPLE ST.
City, State, Zip: TOLUCA LAKE, CA 91602-2837
Phone (optional): 818-762-5863

Comments I HAVE TWO AREAS OF COMMENTS: TRAFFIC & NOISE.

1. TRAFFIC: LIVING AT WHIPPLE & CAHUENGA, I'VE FOUND TRAFFIC IS ALREADY UNMANAGEABLE & EXCESSIVE. EACH TIME I WALK ACROSS CAHUENGA AT THE LIGHT, CARS VIOLATE THE RED LIGHT CONSTANTLY, SOMETIMES 3 CARS GO THROUGH THE RED. HOW ARE YOU GOING TO MANAGE MORE TRAFFIC WHEN LAW ENFORCEMENT DOES NOT OR CANNOT CONTROL THE TRAFFIC WE NOW HAVE?

SINCE CAHUENGA IS A SECONDARY STREET, WHY HAVEN'T YOU PROPOSED CLOSING AND BLOCKING CAHUENGA AT LANKERSHIM COMPLETELY AND PERMANENTLY TO PREVENT OVERLOAD OF A SMALLER STREET, DIVERTING TRAFFIC TO LANKERSHIM, WHICH IS CAPABLE OF HIGHER TRAFFIC, IS WIDER, AND IS MOSTLY COMMERCIAL?

THE TRAFFIC INCREASE ON OUR STREET AND THE 101 & 134 FREEWAYS IS UNACCEPTABLE. HAVE YOU DETERMINED HOW MUCH SLOWER BOTH FREEWAYS WILL BE WITH

Comments continued 30,000 MORE CARS EXPECTED?

2. NOISE: HOW CAN YOU PROPOSE MORE NOISE WHEN THE TOLUCA LAKE COMMUNITY IS ALREADY FIGHTING THE NOISE FROM UNIVERSAL WITHOUT THIS PROJECT? WE ARE A RESIDENTIAL COMMUNITY, AND JUST BECAUSE YOU SAY UNIVERSAL CITY IS "URBAN" DOES NOT MEAN WE ARE, A FEW BLOCKS AWAY. WHY CAN'T YOU REQUIRE NOISE LEVELS LIMITED TO A SUBURBAN RESIDENTIAL NEIGHBORHOOD ENVIRON, NOT LIKE URBAN DOWNTOWN L.A. OR THE AIRPORT?

THANK YOU FOR YOUR TIME AND RESPONSE.

Dave Westaway Jr.

DAVE WESTAWAY JR.

----------Please fold in thirds----------

Tape closed, affix a 44-cent stamp and mail for receipt by Friday, February 4, 2011. Thank you!

Affix $0.44 Stamp

Los Angeles Department of City Planning
200 N. Spring St., City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

Letter No. CF45

NBC UNIVERSAL EVOLUTION PLAN DEIR
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DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: Mr. and Mrs. Ronald A. Berges
ADDRESS: 10414 Woodbridge Street
Toluca Lake, CA 91602 USA
CITY,STATE,ZIP 818-766-8842, berges@mindspring.com

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
(b) Alternative 9: East/West Road With Forman Avenue Extension
... 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.

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2. The County Highway Plan may show a road but I would ask *when* was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE:

P.S. Please send notice of all future hearings.

21A

Letter No. CF46

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: Julie and Tim Cahill
ADDRESS: 4247 Warner Blvd.
CITY,STATE,ZIP Burbank, CA 91505

ISSUE: Alternative Project #9 The Forman Avenue extension

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3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE: Julie McCall Cahill

* As residents of Warner Blvd., we wholeheartedly concur with this sentiment!

Letter No. CF47

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
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County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: SANDRA SKEETER
ADDRESS: 10530 Whipple Street
CITY,STATE,ZIP Tolucca Lake, CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

NO WAY!

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SIGNATURE: Sandra L Skeeter

Letter No. CF48

Jon Foreman <jon.foreman@lacity.org>

NBC Universal Evolution Plan DEIR

1 message

Carry van Eekhout <vaneekhout@caldwell-leslie.com> **Tue, Feb 1, 2011 at 3:17 PM**
To: "jon.foreman@lacity.org" <jon.foreman@lacity.org>

My objection to Alternative Project #9 The Forman Avenue Extension is attached hereto.

Carry van Eekhout,
Firm Administrator

Caldwell Leslie
Caldwell Leslie & Proctor, PC
1000 Wilshire Boulevard, Suite 600
Los Angeles, CA 90017-2463
Tel 213.629.9040 Fax 213.629.9022
vaneekhout@caldwell-leslie.com

www.caldwell-leslie.com
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NBC Universal Plan.pdf
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DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS

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jon.foreman@lacity.org**, or **fax to (213) 978-6566
for receipt by February 4, 2011

Los Angeles Department of City Planning
200 North Spring Street, City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

NAME: Carry van Eekhout

ADDRESS: 4548 Forman Avenue

CITY, STATE, ZIP Toluca Lake, CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

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SIGNATURE: Carry van Eekhout

2/4

Letter No. CF49

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: GRETCHEN A. WAYNE
ADDRESS: 10425 KLING Street
CITY,STATE,ZIP Tolucca Lake, CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

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3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?
4. Why not run the Secondary Highway (North/South) through Universal City — City Walk et al!

SIGNATURE: Gretchen A. Wayne

NBC UNIVERSAL EVOLUTION PLAN DEIR
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for receipt by February 4, 2011

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1:22pm

Letter No. CF50

NAME: ANDREW WEYMAN
ADDRESS: 4326 FORMAN AVENUE
CITY,STATE,ZIP TOLUCA LAKE, CA 91602

ISSUE: **Alternative Project #9 The Forman Avenue extension**

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SIGNATURE

Letter No. CF51

Jon Foreman <jon.foreman@lacity.org>

Draft EIR - Comments

MsKYoung@aol.com <MsKYoung@aol.com> **Fri, Feb 4, 2011 at 1:27 PM**
To: jon.foreman@lacity.org

The attached document contains our comments regarding the Universal Draft EIR.

Karen and Terry Young
10433 Woodbridge St.
Toluca Lake, CA 91602

Comments on Universal DEIR - Young 2-4-11.pdf
895K

8/A

NBC UNIVERSAL EVOLUTION PLAN DEIR
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Deliver or mail to address below,
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for receipt by February 4, 2011

NAME:____Terence and Karen Young_____

ADDRESS:___10433 Woodbridge St _____

CITY,STATE,ZIP__Toluca Lake, CA 91602_____

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SIGNATURE:_____ 2-4-11

Letter No. CF52

NBC UNIVERSAL EVOLUTION PLAN DEIR
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DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver or mail to address below,
*email to **jon.foreman@lacity.org**, or **fax to (213) 978-6566***
for receipt by February 4, 2011

NAME: Geeepan Agovino

ADDRESS: 4233 Navajo Ave

CITY,STATE,ZIP Toluca

ISSUE: Alternative Project #9 The Forman Avenue extension

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SIGNATURE: Geeepan Agovino

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County of Los Angeles File No.: RENV 200700014
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NAME: Judith Angel
ADDRESS: 10811 Valley Spring Lane
CITY,STATE,ZIP Toluca Lake, CA 91602

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NAME: Harold Archinal
ADDRESS: 420, Tomich Rd
CITY, STATE, ZIP Tomich Lk CA 91602

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NAME: SHAKEH AVANESSIAN

ADDRESS: 10619 Landale St. #203

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SIGNATURE: _____ 2-1-11

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Los Angeles Department of City Planning
200 North Spring Street, City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

NAME: ROBERT & LESLIE AVERY

ADDRESS: 4644 FORMAN AVE

CITY, STATE, ZIP TOLUCA LAKE, CA 91602

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SIGNATURE: R Avery Leslie Avery

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NAME: SILVIA BAKER

ADDRESS: 4301 FORMAN AVE.

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SIGNATURE: Silvia Baker

Jon Foreman <jon.foreman@lacity.org>

Universal Project

1 message

Barbara Ballou <bbaileyballou@earthlink.net> **Tue, Feb 1, 2011 at 2:57 PM**
To: jon.foreman@lacity.org

2011_02_01_14_53_24.pdf
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NAME: Frank + Barbara Ballou

ADDRESS: 133 N. Valley St

CITY,STATE,ZIP Burbank, Ca 91505

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Los Angeles Department of City Planning
200 North Spring Street, City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

NAME: Dana + Charles Boyd
ADDRESS: 4620 Forman Ave.
CITY, STATE, ZIP Toluca Lake, CA 91602

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21A

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NAME: Mike & Fari Canetty
ADDRESS: 4422 Sancola Avenue
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FAXED 2/2/11

SIGNATURE:

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NAME: Dr. Mrs Wm Chapman
ADDRESS: 4340 Lodge Ave.
CITY,STATE,ZIP Tolluca Lake, Ca 91602

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SIGNATURE: Olga T. Chapman

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NAME: PAMELA L. CISZAK

ADDRESS: 4428 CARTWRIGHT AVE

CITY,STATE,ZIP TOLUCA LAKE, CA 91602

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SIGNATURE: Pamela L. Ciszak

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NAME: PAUL M. CISZAK

ADDRESS: 4428 Cartwright Ave.

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NAME: RICK COLE
ADDRESS: 10428 VALLEY SPRING LANE
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SIGNATURE:

2/4

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NAME: JAMES J CONETTA - POA FOR ROBERT L. TOWNSEND
SUCCESSOR TRUSTEE
ADDRESS: 10418 WOODBRIDGE STREET
CITY,STATE,ZIP NORTH HOLLYWOOD CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

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SIGNATURE: James J Cunsolo Jr - POA.
DOCKSIDE FRUITS

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NAME: Kenneth R. Conday
ADDRESS: 10343 Valley Spring Lane
CITY,STATE,ZIP Toluca Lake, CA 91602

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NAME: KERRY COWIN
ADDRESS: 4724 3/8 FORMAN AVE.
CITY,STATE,ZIP TOLUCA LAKE CA 91602

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SIGNATURE: Kerry Cowin

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NAME: Ed Curry

ADDRESS: 10514 Whipple Street

CITY,STATE,ZIP Toluca Lake, CA 91602

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SIGNATURE:

ATTN: JON FOREMAN 213 97 6566

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NAME: RYE DATKMAN

ADDRESS: 10523 KLING ST.

CITY,STATE,ZIP TOLUCA LAKE CA 91602

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SIGNATURE: RYNOL A. DATKMAN JR.

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NAME: THERESA J. DAVIS
ADDRESS: 4326 FORMAN AVE
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ISSUE: Alternative Project #9 The Forman Avenue extension

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SIGNATURE:

21 A

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NAME: Moira Duffy
ADDRESS: 10421 Valley Spring Lane
CITY,STATE,ZIP Toluca Lake, Ca 91602

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NAME: JANICE EATON
ADDRESS: 10432 VALLEY SPRING LANE
CITY,STATE,ZIP TOLUCA LAKE, CA 91602

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NAME: GALERNE

ADDRESS: 4659 FORMAN AV.

CITY, STATE, ZIP TOLUCA LAKE CA 91602

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SIGNATURE: [signature]

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NAME: JOHN P. GARNER
ADDRESS: 10211 VALLEY SPRING LANE
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SIGNATURE: John P. Garner

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NAME: ROBIN ELEONARD R. GARNER JR
ADDRESS: 4241 FORMAN AVENUE
CITY,STATE,ZIP TOLUCA LAKE, CA 91602-2907

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NAME: Trudy Goldberg
ADDRESS: 4405 Forman Ave
CITY,STATE,ZIP Toluca Lake, CA 91602

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SIGNATURE: Trudy Goldberg - Forman Ave

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NAME: CHARLES J. GONZALEZ
ADDRESS: 4614 TALOFA AVE.
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SIGNATURE: Charles J. Gonzalez

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County of Los Angeles File No.: RENV 200700014
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NAME: MARIANA & MICK GOSCITIN
ADDRESS: 1043 N Whipple Street
CITY,STATE,ZIP Toluca Lake Ca 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
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NAME: WINSOR Dewey HARMON III
ADDRESS: 10525 Woodbridge St
CITY,STATE,ZIP Toluca Lake CA 91602

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NAME: Beverly Hartley
ADDRESS: 4660 Tabor Ave.
CITY,STATE,ZIP Toluca Lake, CA 91602

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NAME: George & Patty Harwood

ADDRESS: 4284 Navajo St

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SIGNATURE: George Harwood Patty Harwood

8/8

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NAME: Elsy Hedman
ADDRESS: 10219 Valley Spring Lane
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NAME: Anne & Michael Herwick
ADDRESS: 4411 Forman Ave
CITY,STATE,ZIP Toluca Lake, CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

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SIGNATURE: Anne [illegible]

NX

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NAME: Robert D. Hellhofer
ADDRESS: 10355 Woodbridge Street
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Los Angeles Department of City Planning
200 North Spring Street, City Hall, Room 601
Los Angeles, CA 90012
Attn: **Jon Foreman, Senior City Planner**

NAME: JUDY HOLLIDAY

ADDRESS: 4610 FOREMAN

CITY, STATE, ZIP TOLUCA LAKE CA 91602

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SIGNATURE: JHolliday

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NAME: CARMEN + ROBIN ITALIA

ADDRESS: 10303 VALLEY SPRING LN

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NAME: DANA KEMPER

ADDRESS: 4310 FORMAN AVE

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SIGNATURE: Dana L Kemper

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NAME: Artineh Khachikian

ADDRESS: 3748 Fairesta St.

CITY,STATE,ZIP La Crescenta, CA 91214

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NAME: MARGO KURTZ
ADDRESS: 10443 WOODBRIDGE ST.
CITY,STATE,ZIP TOLUCA LAKE, CA. 91602

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SIGNATURE: Swoosie Kurtz

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NAME: CHARLES G COLLINS

ADDRESS: 4411 SANCOLA AVE

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... 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.

(1) Summary of Comparative Impacts
Alternative 9 impacts with regard to traffic, air quality, noise, and historic resources **would be greater than those that occur under the 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 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 proposed Project. ...

COMMENT:

CEQA calls for "**feasible** alternatives to be considered". Alternative 9 is NOT a feasible alternative.

1. Is not plotting a Secondary Highway though an historic golf course and single-family neighborhood pure folly?
2. The County Highway Plan may show a road but I would ask *when* was the Plan updated to reflect current land uses? Such Plans need to be updated to be consistent with existing land use and existing transportation circulation patterns.
3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE:

NBC UNIVERSAL EVOLUTION PLAN DEIR
SCH NO: 2007071036
City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014
DRAFT ENVIRONMENTAL IMPACT REPORT COMMENTS
Deliver, email or fax to address below,
Email to ***jon.foreman@lacity.org****, or fax* ***to (213) 978-6566***
for receipt by February 4, 2011

PLS FAX TO JON FOREMAN

NAME: SEAN DEE

ADDRESS: 10225 VALLEY SPRING LANE

CITY, STATE, ZIP TOLUCA LAKE CA 91602

ISSUE: Alternative Project #9 The Forman Avenue extension

P.29 of the SUMMARY
(b) Alternative 9: East/West Road With Forman Avenue Extension
... 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.

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COMMENT:

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3. Why does the DEIR not show Alternative 9's extended roadway proposals for a sensible evaluation of the associated impacts?

SIGNATURE: SD

Letter No. CC1

78

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

THE INFORMATION BELOW IS REQUIRED. ALL FUTURE CORRESPONDENCE WILL BE SENT USING THE INFORMATION YOU PROVIDE HERE.
---PLEASE PRINT CLEARLY---

ADAMS
LAST NAME

RICHARD
FIRST NAME

ORGANIZATION (IF APPLICABLE)

13022 VENTURA BLVD
STREET ADDRESS

STUDIO CITY
CITY

91604
ZIP CODE

213-447-1272
TELEPHONE NUMBER

Summary of your comments on this matter (optional) NO SUCH THING AS UNAVOIDABLE IMPACT. If it can't be AVOIDED don't do it. NO LINK TO UNIVERSAL/MTA. If you CAUSE A problem YOU fix it. They CAUSE one they fix it. All mitigations in place before project STARTS or they will never get done.

Infrastructure to support plan! schools, water, power, sewers, solid waste Hospitals, police, fire, etc,.. where are they going to be & who is going to pay for them?

Geography of AREA restricts traffic flow & AREA is Already "F" status. More people & cars, busses, trucks etc = more/worse situation

Letter No. CC2

88

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

ALLEN
LAST NAME

BEVERLY
FIRST NAME

ORGANIZATION (IF APPLICABLE)

4114 W MCFARLANE AVE
STREET ADDRESS

BURBANK 91505
CITY ZIP CODE

818-567-1958
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Concern about traffic congestion, property values and sewer problems.

also show

Letter No. CC3

27

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

ANDERSON
LAST NAME

EDITH M
FIRST NAME

ORGANIZATION (IF APPLICABLE)

14637 MAGNOLIA BLVD #2
STREET ADDRESS

SHERMAN OAKS CA 91403
CITY ZIP CODE

310-293-9493
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

My purpose is to inform people of the NBC Universal Evolution Plan to voice their opinions to their city councilperson to push this plan forward. Make people aware of the positive outcome this will help generate jobs and affordable housing.

No show

Letter No. CC4

85

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

ANDROS
LAST NAME

DR GEORGE
FIRST NAME

ON FILE
ORGANIZATION (IF APPLICABLE)

STREET ADDRESS

CITY

ZIP CODE

- -
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

written comments prepared coming in from out of town should be here about 5 pm

Letter No. CC5

(20)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Astraguillo
LAST NAME

Ian
FIRST NAME

ORGANIZATION (IF APPLICABLE)

8459 050 Avenue
STREET ADDRESS

Winnetka
CITY

ZIP CODE

213-446-5327 (cell)
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

• Emphasizing Art and essentially how it is the first to suffer in a down economy and so the logical / ~~argumen~~ debatable theory: If Art revives, the economy revives with it & with that, when art evolves, so does its engagements.

No show

Letter No. CC6

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

AUDIA S
LAST NAME

CHARLES
FIRST NAME

RETIRED.
ORGANIZATION (IF APPLICABLE)

3464 Wonderview Ph
STREET ADDRESS

L.A
CITY

90068
ZIP CODE

323-839-5844
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Do not want more traffic on Barham Blvd. As is its impossible in the Am & pm to move along Barham. I can't imagine adding additional -3000 units of space to an area that is in dire straits. That stupid major use to have a traffic cop directing traffic which helped a little + now none. Development.

I'm not against just the amount of traffic which I don't know how you would resolve.

Letter No. CC7 (2)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

BAILEY
LAST NAME

GLENN
FIRST NAME

BICYCLE ADVISORY COMMITTEE
CITY OF LOS ANGELES
ORGANIZATION (IF APPLICABLE)

PO BOX 19172
STREET ADDRESS

ENCINO 91416
CITY ZIP CODE

818-453-3407
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Bicycle access along Los Angeles, as well as to and through project; adequate and convenient bicycle parking

Letter No. CC8

24

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Bass
LAST NAME

Kevin
FIRST NAME

Painters & Allied Trades
ORGANIZATION (IF APPLICABLE)

14414 Addison St
STREET ADDRESS

Sherman Oaks 91423
CITY ZIP CODE

626-316-2424
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

In favor of Project

No show

Letter No. CC9

36

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

BEKERFV GEORGE
LAST NAME

GEORGE
FIRST NAME

ORGANIZATION (IF APPLICABLE)

11910 WEDDINGTON ST. #301
STREET ADDRESS

VALLEY VILLAGE 91607
CITY ZIP CODE

818-980-2281
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I AM FOR IT!!

Letter No. CC10

76

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

BON
LAST NAME

KEN
FIRST NAME

BAHN CONSULTING
ORGANIZATION (IF APPLICABLE)

6700 FRANKLIN PLACE
STREET ADDRESS

LOS ANGELES 90028
CITY ZIP CODE

310-948-5044
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

(Supporter)

Letter No. CC11

18

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

BRODY
LAST NAME

JOE
FIRST NAME

ORGANIZATION (IF APPLICABLE)

4449 TUJUNGA AVE
STREET ADDRESS

STUDIO CITY, CA 91602
CITY ZIP CODE

- -
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

LACK OF RESPECT!

No show

Letter No. CC12 (13)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

BROWN
LAST NAME

Piedmont Fredrick
FIRST NAME

President of Ironworkers Local 433
ORGANIZATION (IF APPLICABLE)

17495 Hurley st
STREET ADDRESS

City Industry
CITY

ZIP CODE

323-816-3906
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

IN FAVOR

Letter No. CC13

(42)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

CARR
LAST NAME

MARTHA
FIRST NAME

HKCC
ORGANIZATION (IF APPLICABLE)

3331 BLAIR DR
STREET ADDRESS

LOS ANGELES CA 90068
CITY ZIP CODE

323-876-3504
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Need for further consideration of ~~the~~ impacts on Manor Residents. There are specific areas of concern not addressed in EIR. Maintain Berm/Trees - street placement + Reduction of homes.

Letter No. CC14

A1

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

CARR
LAST NAME

Richard
FIRST NAME

HKCC
ORGANIZATION (IF APPLICABLE)

3331 BLAIR DR
STREET ADDRESS

Los Angeles CA 90068
CITY ZIP CODE

323-876-3504
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Discussion of Hollywood Manor Impacted Homes — Specifically SE Blair & Charleston Way Homes.
Mostly Visual — Noise — Trees — Berm

Letter No. CC15 (33)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Clark
LAST NAME

Jeanne
FIRST NAME

Hollywoodland Assoc.
ORGANIZATION (IF APPLICABLE)

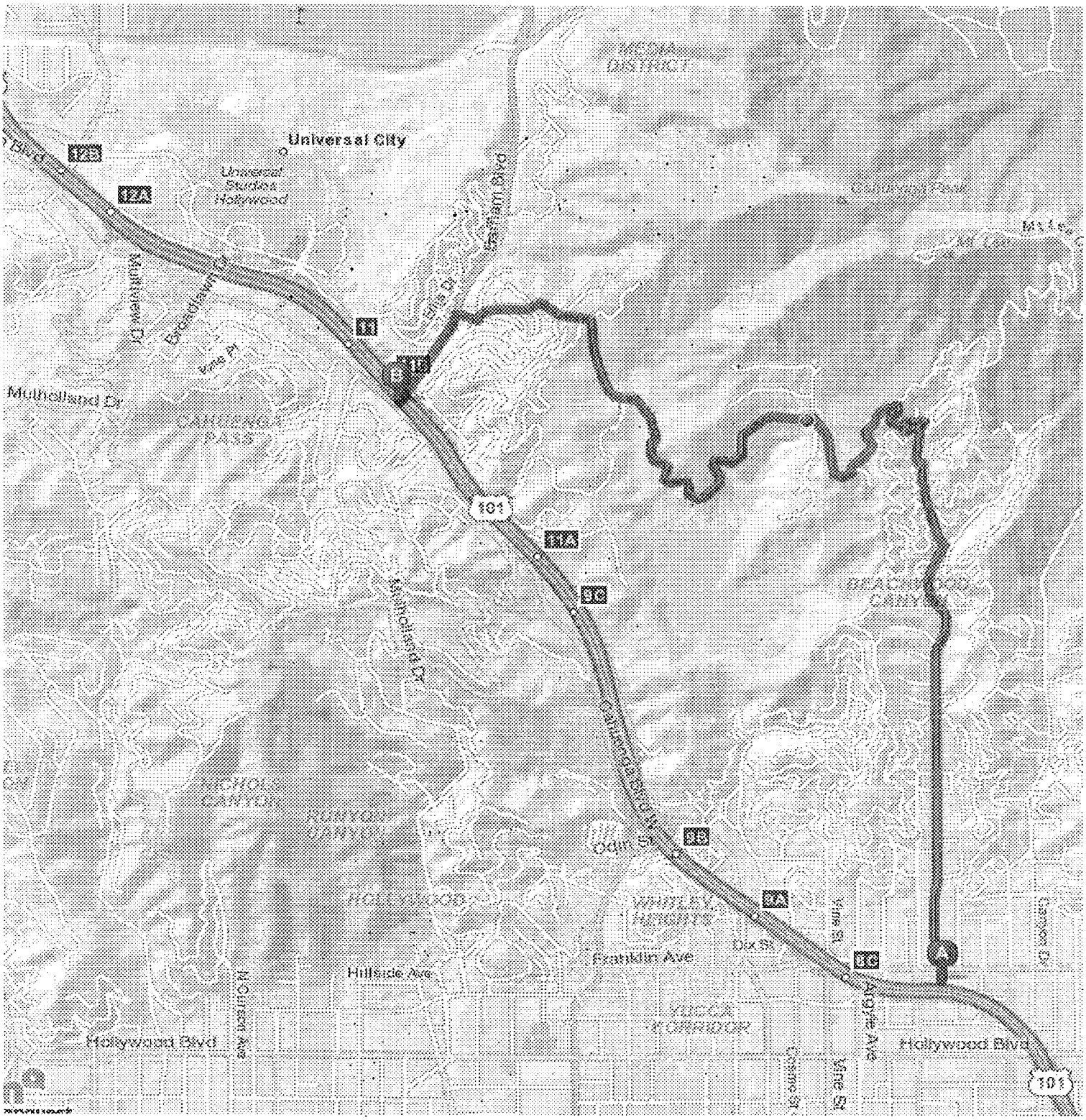
6040 Rodgerton Dr.
STREET ADDRESS

Los Angeles CA 90068
CITY ZIP CODE

323-460-6776
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

add "Hollywoodland" to
Neighborhood Intrusion locations



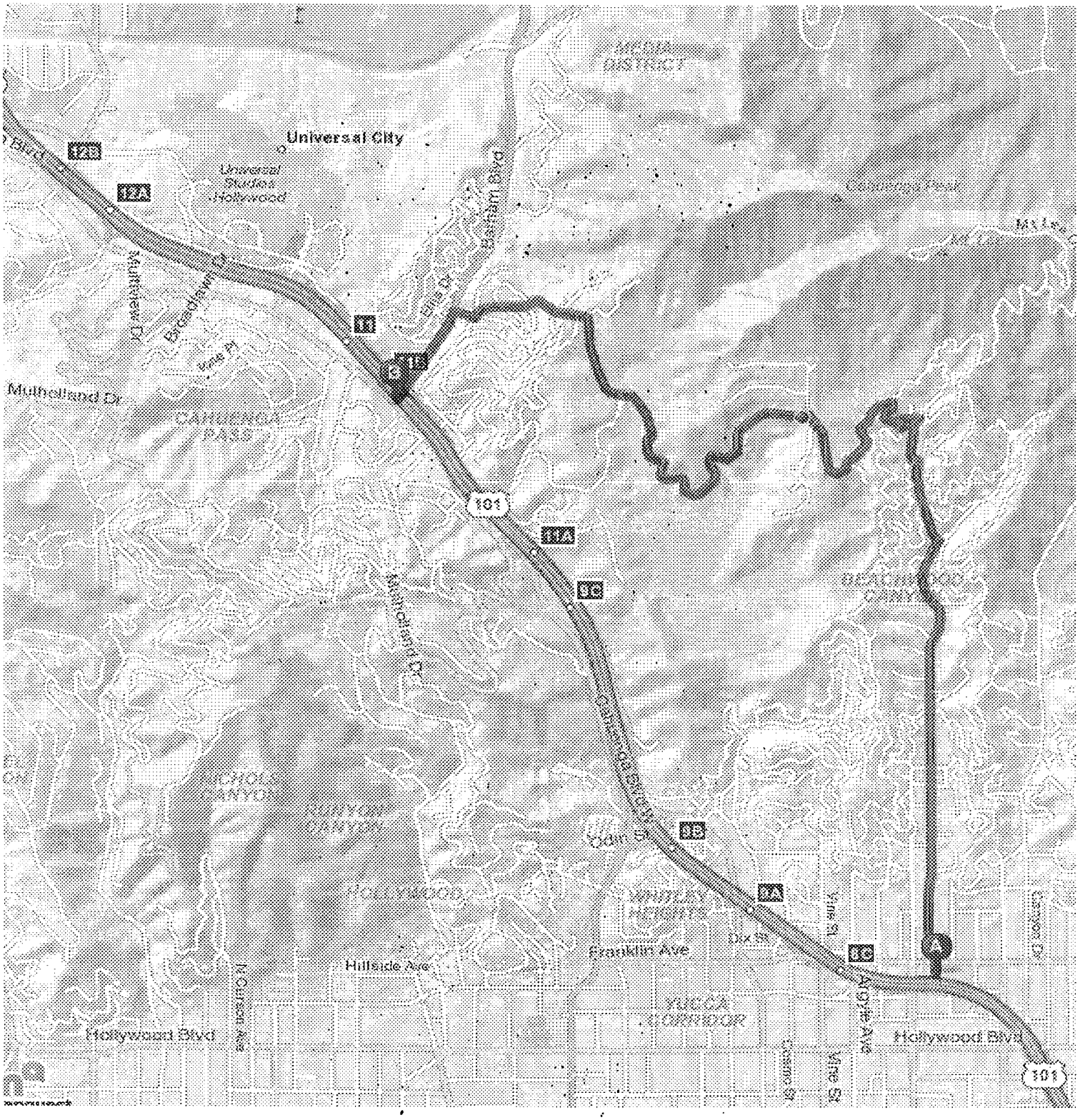
BEACHWOOD - LEDGEWOOD- MULHOLLAND HWY-CANYON LAKE- TAHOE DR-MONTLAKE DR.- LAKE HOLLYWOOD DR

RE: NBC Universal Evolution Plan ENV-2007-0254-EIR

POTENTIAL NEIGHBORHOOD INTRUSION LOCATION

Beachwood Canyon, Hollywoodland, Lake Hollywood

12/13/2010 submitted by: Hollywoodland Homeowners Assoc.



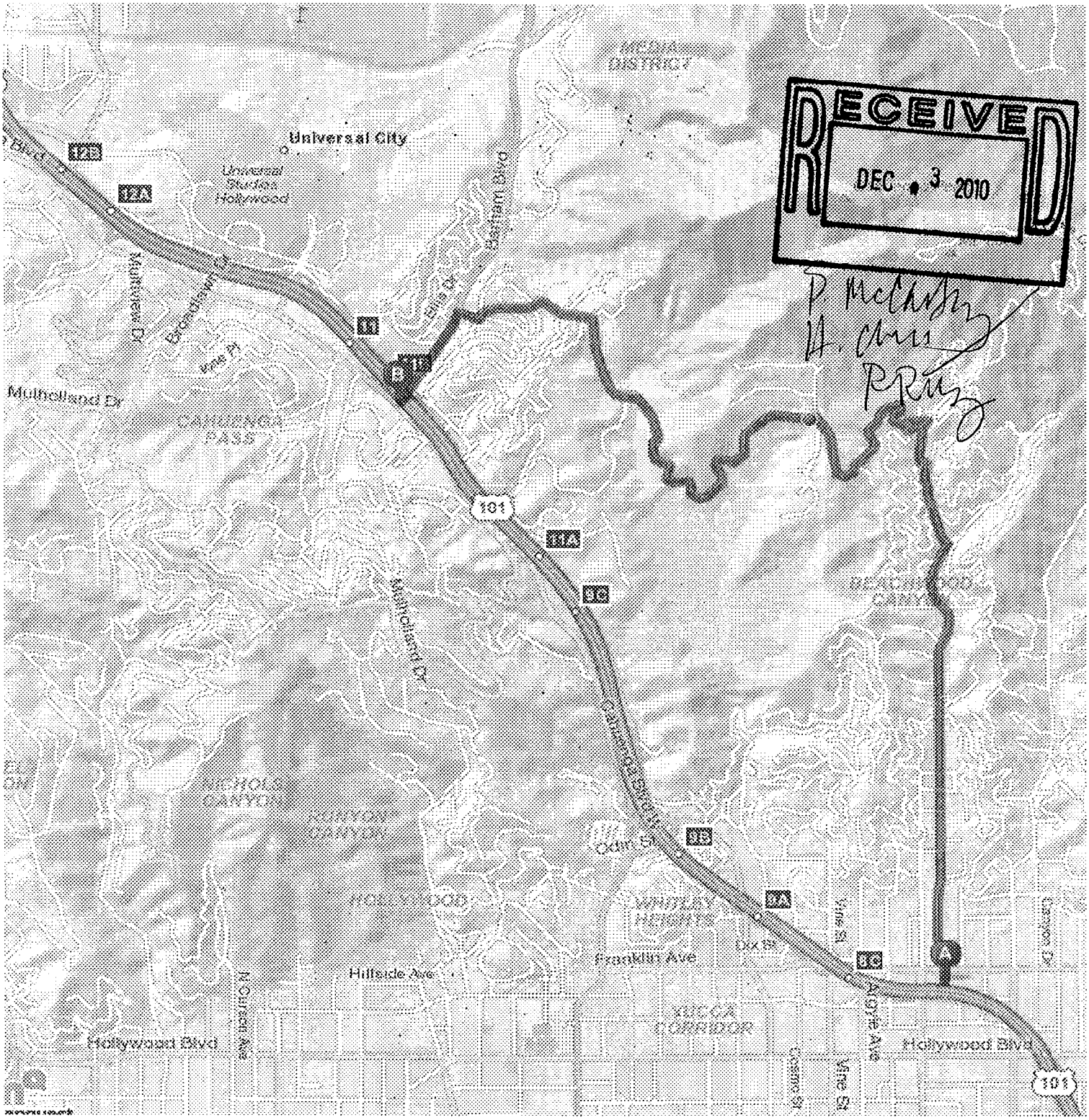
BEACHWOOD - LEDGEWOOD- MULHOLLAND HWY-CANYON LAKE- TAHOE DR-MONTLAKE DR.- LAKE HOLLYWOOD DR

RE: NBC Universal Evolution Plan ENV-2007-0254-EIR

POTENTIAL NEIGHBORHOOD INTRUSION LOCATION

Beachwood Canyon, Hollywoodland, Lake Hollywood

12/13/2010 submitted by: Hollywoodland Homeowners Assoc.



RECEIVED
DEC 3 2010

P McAdam
H. Chris
P Ruiz

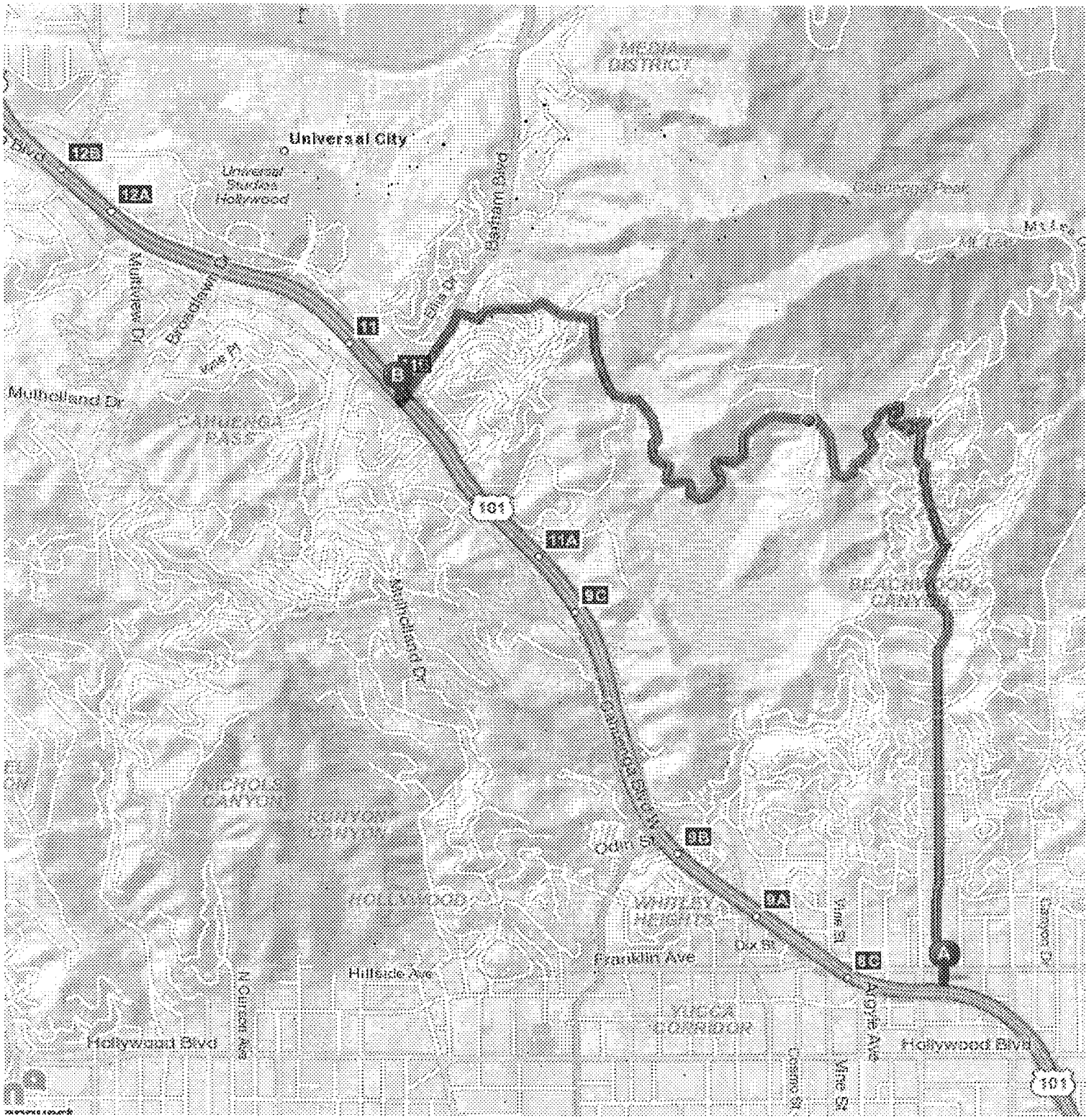
BEACHWOOD - LEDGEWOOD- MULHOLLAND HWY-CANYON LAKE- TAHOE DR-MONTLAKE DR.- LAKE HOLLYWOOD DR

RE: NBC Universal Evolution Plan ENV-2007-0254-EIR

POTENTIAL NEIGHBORHOOD INTRUSION LOCATION

Beachwood Canyon, Hollywoodland, Lake Hollywood

12/13/2010 submitted by: Hollywoodland Homeowners Assoc.



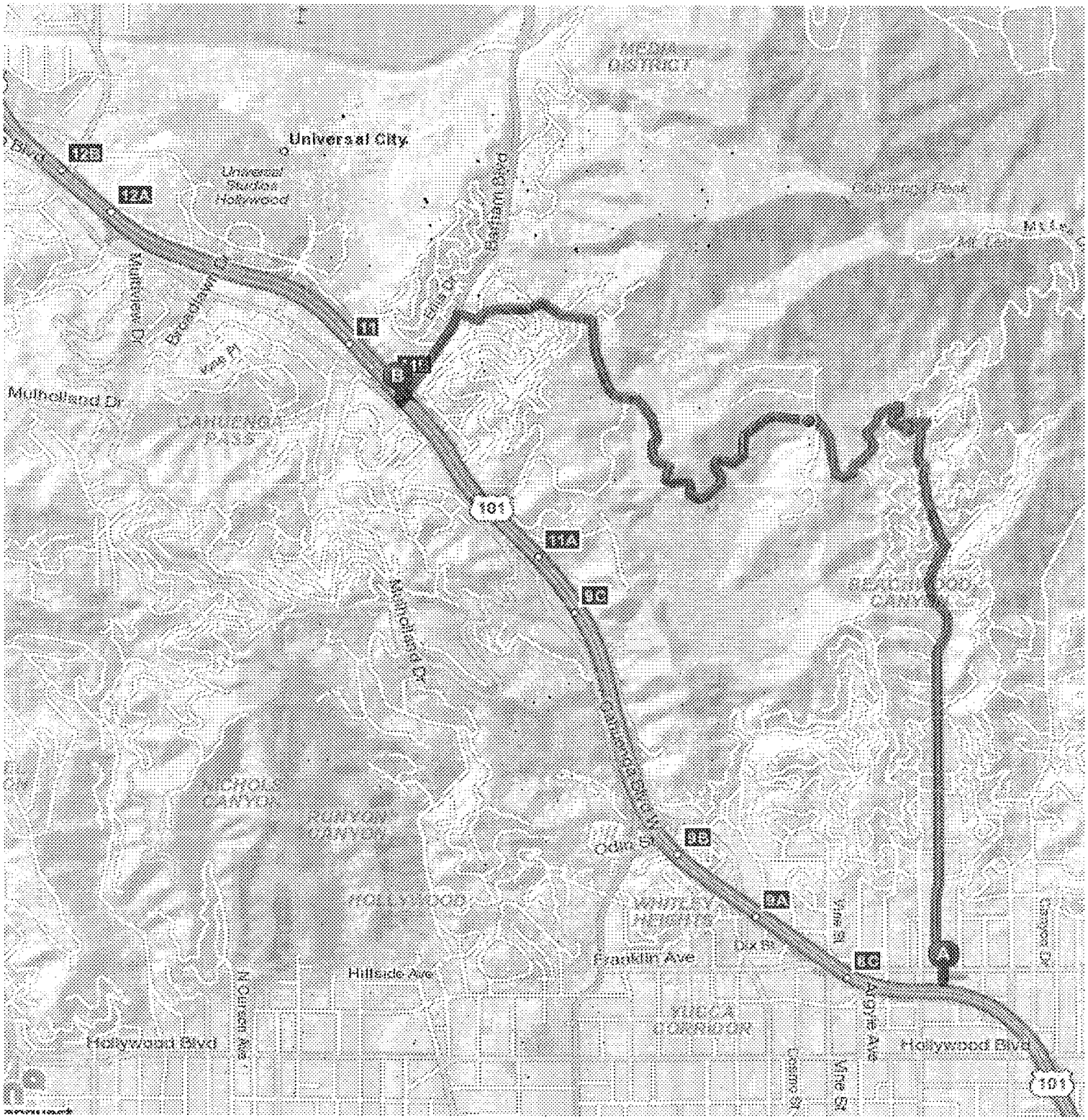
BEACHWOOD - LEDGEWOOD- MULHOLLAND HWY-CANYON LAKE- TAHOE DR-MONTLAKE DR.- LAKE HOLLYWOOD DR

RE: NBC Universal Evolution Plan ENV-2007-0254-EIR

POTENTIAL NEIGHBORHOOD INTRUSION LOCATION

Beachwood Canyon, Hollywoodland, Lake Hollywood

12/13/2010 submitted by: Hollywoodland Homeowners Assoc.



BEACHWOOD - LEDGEWOOD- MULHOLLAND HWY-CANYON LAKE- TAHOE DR-MONTLAKE DR.- LAKE HOLLYWOOD DR

RE: NBC Universal Evolution Plan ENV-2007-0254-EIR

POTENTIAL NEIGHBORHOOD INTRUSION LOCATION

Beachwood Canyon, Hollywoodland, Lake Hollywood

12/13/2010 submitted by: Hollywoodland Homeowners Assoc.

Letter No. CC16 (60)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

THE INFORMATION BELOW IS REQUIRED. ALL FUTURE CORRESPONDENCE WILL BE SENT USING THE INFORMATION YOU PROVIDE HERE.

---PLEASE PRINT CLEARLY---

LAST NAME: Coffey

FIRST NAME: John

ORGANIZATION (IF APPLICABLE):

STREET ADDRESS: 3325 Cahuenga Blvd W

CITY: Los Angeles

ZIP CODE: 90068

TELEPHONE NUMBER: - -

Summary of your comments on this matter (optional)

AS SOMEONE WHO WORKS AND LIVES WITHIN ONE MILE OF THE AREA OF THE UNIVERSAL EVOLUTION PLAN, I STRONGLY SUPPORT THE PROJECT.

John Coffey
PROPERTY OWNER AND
PRESIDENT OF Coffey Sound

Letter No. CC17

78

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

DAVIS
LAST NAME

TERRY
FIRST NAME

COMMUNITIES UNITED FOR SMART GROWTH
ORGANIZATION (IF APPLICABLE)

4326 FORMAN AULT
STREET ADDRESS

TOLUCA LK 91602
CITY ZIP CODE

818-762-8108
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

1) The Process (DEIR)
2) MTA/EVO. PLAN BIFURCATION PROJECT
3) JOBS

Letter No. CC18

24

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

DECKER
LAST NAME

ERIKA
FIRST NAME

HOLLYWOOD KNOLLS
ORGANIZATION (IF APPLICABLE)

3228 CRAIG DR
STREET ADDRESS

LA
CITY

90068
ZIP CODE

323-547-0218
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Too many people already
too much traffic
water issues - noise -
environment,
greed

Letter No. CC19

(12)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

DUDLEY
LAST NAME

ROGER
FIRST NAME

SELF
ORGANIZATION (IF APPLICABLE)

4115 McFARLANE
STREET ADDRESS

BURBANK
CITY

ZIP CODE

818-954-8525
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I AM IN SUPPORT of this PROJECT

No show

Letter No. CC20 (113)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

TYMOND
LAST NAME

BETH
FIRST NAME

ORGANIZATION (IF APPLICABLE)

11615 CANTON PL
STREET ADDRESS

STUDIO CITY CA 91604
CITY ZIP CODE

818-980-7645
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Object to 90 day limit to respond
Non mitigatable issue

Letter No. CC21

106

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

GARCIA
LAST NAME

MARY
FIRST NAME

ORGANIZATION (IF APPLICABLE)

5123 CAHUENGA Blvd
STREET ADDRESS

NORTH Hollywood 91601
CITY ZIP CODE

818-763-6000
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Against Plan as is - Universal last Major studio. Should continue to make Films as was the original intent. Housing is not and should not ever be allowed on this Land. This Studio is the Jewell of the Valley

Letter No. CC22 (1)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

THE INFORMATION BELOW IS REQUIRED. ALL FUTURE CORRESPONDENCE WILL BE SENT USING THE INFORMATION YOU PROVIDE HERE.
---PLEASE PRINT CLEARLY---

GARNER
LAST NAME

JOHN
FIRST NAME

TOLUCA LAKE HOMEOWNERS ASSOC.
ORGANIZATION (IF APPLICABLE)

10211 VALLEY SPRING LANE
STREET ADDRESS

TOLUCA LAKE 91602
CITY ZIP CODE

818-753-8331
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

WRITTEN COMMENTS GIVEN TO STAFF

RECEIVED
DEC 13 2010

NBC UNIVERSAL "EVOLUTION PLAN" DEIR
COMMENTS BY J. PATRICK GARNER
DECEMBER 13, 2010

My name is John Patrick Garner. I live at 10211 Valley Spring Lane – just across the golf course from Universal City. I have been involved in noise issues at Universal since 1989 – as the founder of the Toluca Lake Residents Association during the last Universal Master Plan process and currently as Chairman of the Universal Noise Committee of the Toluca Lake Homeowners Association.

THE ISSUE

The DEIR is correct in mandating the establishment of a noise monitoring system for years of construction related noise if the current Master Plan is approved.

The DEIR is absolutely wrong that the majority of the other noise sources at Universal City do not impact the nearby community as they do not generate enough noise to be audible above ambient noise levels at the receptors in the project area. The issue is not decibels it is noise that disturbs Universal's neighbors in a major way.

THE REMEDY

NBC Universal (NBCU) has itself recognized that even existing noise from Universal City is a problem for the surrounding community and has therefore established a senior management level task force to deal with existing noise. This NBCU Core Response Team composed of two Senior Vice Presidents and two Director level NBCU management employees is in the process of setting up a very comprehensive program to deal with the current non-construction noise that the DEIR says will not be a problem in the surrounding community.

The remedy that should be mandated in the DEIR is to make the process now being developed by senior management at NBCU to deal with community complaints about noise from Universal City permanent as a condition of the approval of their Master Plan.

HISTORY

Residents living close to Universal City have been involved with NBCU on the issue of noise in our community for at least 30 years. The pattern has been – a problem develops and action is taken to solve that problem. What has been lacking is a sustainable on-going program at NBCU to effectively deal with noise issues.

Early on our community's efforts resulted in the Universal Amphitheater being covered. In the late 1990's local residents were very involved in Universal's proposed Master Plan. Many filings were made through our attorney at Sheppard Mullin Richter and Hampton on issues related to noise. Universal eventually ceased pursuing that Master Plan but as a result of the interaction with local residents during the process NBCU recognized that noise was a problem (even though the DEIR for that project stated that it was not) and many constructive changes were made to lessen the impact of noise on our community.

Several months ago noise from Universal City again reached a level that caused local residents to mobilize. The community established its own "noise hot line" and scores of noise problems were

documented. The result has been a process involving senior executives from NBCU and the leadership of Toluca Lake homeowner groups to once again deal with noise from Universal City in our community. Unfortunately, last Saturday the new process broke down entirely and we had one of the worst full days of noise in recent memory. The procedure to get on top of the noise quickly outlined below was not executed and the senior management team does not yet know why there was so much noise.

CURRENT MASTER PLAN

NBCU is again pursuing a new master plan for Universal City and will soon be taking direction from the SIXTH OWNER in the last 20 years. Local residents are very concerned that once the current NBCU noise initiative has run its course we will be dealing with years of new noise issues from construction and new venues without a process that NBCU and its latest owners are mandated to keep in place. We know from the noise issues that arose during the recent reconstruction of NBCU's back lot after the fire that there will absolutely be serious noise issues to deal with.

NBCU'S CURRENT SENIOR MANAGEMENT LEAD COMMUNITY NOISE INITIATIVE

The initiatives underway and in review by the senior level NBCU Core Response Team related to noise include:

-A Noise Hotline staffed 24/7 by a company representative will take calls and emails related to noise. Immediately following the complaint, an email will be sent to the NBCU Core Response Team (currently two Senior Vice Presidents and two Director level NBCU employees). Within 24 hours, the complainant will receive a call or email from the Core Team with a response to their complaint. This new response process has been reviewed and approved by top NBCU management and the Core Team will be held accountable for adhering to it. This process was recently put in place and the community has been notified but it must be made permanent.

-A monthly newsletter will be distributed to community residents which will include a report on the number and nature of calls related to noise and what has been done. This initiative was recently implemented but must be made permanent

-NBCU will create a computer mapping program to identify current and potential noise generators at Universal City and will use this program to identify and correct existing noise problems and in planning all future construction and venues. This initiative has begun but it must be completed, used during the proposed master plan construction period and be made permanent.

-NBCU will use the best available noise suppression technology to retrofit existing sources of noise and in all new construction and venues. This initiative has begun but must be completed for all existing sources of noise and all new construction and be made permanent.

-NBCU will establish allowable decibel levels for all sources of noise at Universal City. Noise levels will be measured on site. NBCU will insure that they are not exceeded. This initiative has not been agreed to by NBCU but is essential for dealing with noise now and in the future.

-NBCU will host regular meetings of community leaders to discuss noise issues. This initiative is underway. These meetings must be held monthly during any period of new construction or venue modification and must be made permanent.

SUMMARY

Over 30+ years of our community's dealings with NBCU on noise issues NBCU has eventually taken action to address current problems. What is required now is a permanent and effective on-going process that NBCU is required through this Master Plan to implement. This is especially critical now as our community is facing years of serious construction related and other noise if the current Master Plan is approved. History has proven that without this requirement our community has no option except waiting for the next noise problem and then prodding NBCU to take action.

J. Patrick Garner
10211 Valley Spring Lane
Toluca Lake, CA 91602
818-753-8331
jpgarner@sbcglobal.net

RECEIVED
DEC 13 2010

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J. Patrick Garner
10211 Valley Spring Lane
Toluca Lake, CA 91602
818-753-8331
jpgarner@sbcglobal.net

Letter No. CC23 (23)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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GEORGE
LAST NAME

ANGELA
FIRST NAME

ORGANIZATION (IF APPLICABLE)

6615 FRANKLIN AVE. #S5
STREET ADDRESS

LOS ANGELES
CITY

90028
ZIP CODE

- -
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Given current jobs and economic conditions, I believe we should all be working together to create more job opportunities.

Letter No. CC24

103

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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Goldklang
LAST NAME

Jason
FIRST NAME

ORGANIZATION (IF APPLICABLE)

3401 Blair Dr
STREET ADDRESS

Los Angeles 90065
CITY ZIP CODE

310-455-6805
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

what plans does Universal have to accomodate or compensate residents and local business for the major disruption this project will cause for 7 yers.

Letter No. CC25

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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GOLDMAN
LAST NAME

SAN
FIRST NAME

ORGANIZATION (IF APPLICABLE)

10452 KLING STREET
STREET ADDRESS

TOLUCA LAKE
CITY

91602
ZIP CODE

818-720-1481
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I have lived in Toluca Lake for 24 years. The density of traffic is a huge problem already. We have no sidewalks and it has come to a point that I don't feel safe walking down my streets. Studio City, Burbank & T.L. people are affected as far as the keeping their community quiet and safe. The density of your project is a huge problem for everyone except Universal.

Letter No. CC26 *(119)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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GOMBAR
LAST NAME

RICK
FIRST NAME

HKCC
ORGANIZATION (IF APPLICABLE)

3387 BLAIR DR
STREET ADDRESS

LA
CITY

90068
ZIP CODE

323-845-9719
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

TRAFFIC IMPACTS

Letter No. CC27

98

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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GONCHAROFF
LAST NAME

SERGEI
FIRST NAME

ORGANIZATION (IF APPLICABLE)

3414 BLAIR DRIVE
STREET ADDRESS

HOLLYWOOD
CITY

90068
ZIP CODE

323-850-5066
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

HOPEFULL TO SEE THE HUGE PROBLEM OF TRAFFIC RESOLVED

No show

Letter No. CC28

71

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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HESSMAN
LAST NAME

MARK
FIRST NAME

USH EMPLOYEE
ORGANIZATION (IF APPLICABLE)

1414 W EL SEGUNDO BLVD #31
STREET ADDRESS

GARDENA CA 90249
CITY ZIP CODE

310-538-1047
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

PEOPLE MOVER TO CITYWALK
BRIDGE OR TUNNEL AT LANKERSHIM
WHERE WILL THE HOTEL ON CITYWALK BE BUILT (EXACTLY)

No show

Letter No. CC29

9

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

Chair MDRB

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---PLEASE PRINT CLEARLY---

LAST NAME: Kishbaugh

FIRST NAME:

First Name

ORGANIZATION (IF APPLICABLE): ALAN

STREET ADDRESS: MDRB

CITY: LOS ANGELES

ZIP CODE:

TELEPHONE NUMBER: - -

Summary of your comments on this matter (optional)

Alan Kishbaugh
P.O. Box 1543
North Hollywood, CA 91614

December 13, 2010

Re: NBC UNIVERSAL EVOLUTION PLAN project,
case number ENV-2007-0254-EIR

Mr. Jon Foreman, Senior City Planner
City of Los Angeles Department of City Planning
200 North Spring Street, Room 601
Los Angeles, California 90012

Dear Mr. Foreman:

The above referenced NBC Universal Evolution Plan ("the Plan") contains within it a request/application to the City of Los Angeles to remove a portion of the property's southeastern corner from the Mulholland Scenic Parkway Specific Plan (MSPSP).

The Mulholland Scenic Parkway Specific Plan is the result of decades of citizen effort to protect and preserve the character and uniqueness of Mulholland Drive, its Valley and City views, and its natural topography and native growth. In 1992, the Los Angeles City Council enacted the MSPSP with the applicable purposes to assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources; to preserve and enhance land having exceptional recreational and/or educational value; to assure that land uses are compatible with the parkway environment; to minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains; to preserve the natural topographic variation within the Inner and Outer Corridors; to reduce the visual intrusion caused by excessive lighting; to preserve the existing ecological balance, and to protect environmentally sensitive areas; and topographic features therein.

The analysis provided in the Draft Environmental Impact Report (DEIR) as it relates to the Mulholland Scenic Parkway Specific Plan states (pages 524-526) that the proposed Project would not be inconsistent with Mulholland Scenic Parkway Specific Plan goals to design projects that would be compatible and would preserve and enhance the range of visual experiences within the parkway environment; would not be inconsistent with objectives to ensure that landscape plantings are compatible with the existing native vegetation, would soften and shield structures from view, camouflage retaining and other walls, and complement views; would not be inconsistent with Mulholland Scenic Parkway Specific Plan design guidelines to emphasize a variety of native and non-native plants in the landscape design, retaining those existing native plants whenever possible, recognizing that plant materials would be an important factor in hillside erosion control; would not be inconsistent with Mulholland Scenic Parkway Specific Plan objectives to ensure that all necessary utility-related structures, including above-ground facilities, would be designed to be as inconspicuous as possible; would incorporate design standards addressing height, lighting, landscape, setbacks, walkability, separation between structures, and exterior structural façades not inconsistent with the general objectives and purpose of the Mulholland Scenic Parkway Specific Plan design guidelines; would not be inconsistent with existing Mulholland Scenic Parkway Specific Plan policies to assure that land uses are compatible with the parkway environment, and therefore land use impacts with respect to the intention of the Mulholland Scenic Parkway Specific Plan to preserve the visual quality of natural open space would be less than significant.

The current request by NBC Universal to have a small corner of their property, at the extreme limits of their southeastern boundary, removed from the MSPSP, though proposed to be designated as open space (Open Space District No. 2), may result in construction and/or uses inconsistent with the intent and purpose of the MSPSP. Specifically, the construction of Public Service Facilities and Substation/Utility infrastructure, Cellular Facilities and Signage could require grading or provide lighting which would adversely impact the intent and purpose of the MSPSP.

Therefore, we, the Mulholland Scenic Parkway Specific Plan Design Review Board oppose any modification of the Mulholland Scenic Parkway Specific Plan finding that modifying the MSPSP boundaries to exclude that portion of the NBC Universal Specific Plan, which falls within the existing

MSPSP boundary, would result in a significant adverse impact to the Mulholland Scenic Parkway Specific Plan. We propose that if the Plan is implemented, adequate mitigation would include the establishment of a **4th** Open Space District, which would conform to the standards set forth in Open Space District No. 1, with the exception that no signage would be permitted in this 4th Open Space District. In the event that signage is permitted, such signage shall be limited to not more than one sign, measuring 20 feet wide by 10 feet tall, and no lighting shall be allowed.

Sincerely,

Alan Kishbaugh, Chair
By and for the Mulholland Scenic Parkway Specific Plan Design Review Board

cc: Hon. Antonio R. Villaraigosa, Mayor
Hon. Members of the Los Angeles City Council
Hon. Zev Yaroslavsky, Los Angeles County Supervisor, 3rd District

Joan Krieger Hoffman
Vice Chair MDRB (818) 980-2613

Letter No. CC30

99

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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LUNDQUIST
LAST NAME

PAMELA
FIRST NAME

Blanchard Estate
ORGANIZATION (IF APPLICABLE)

26611 Mont Calabasas Dr.
STREET ADDRESS

Calabasas 91302
CITY ZIP CODE

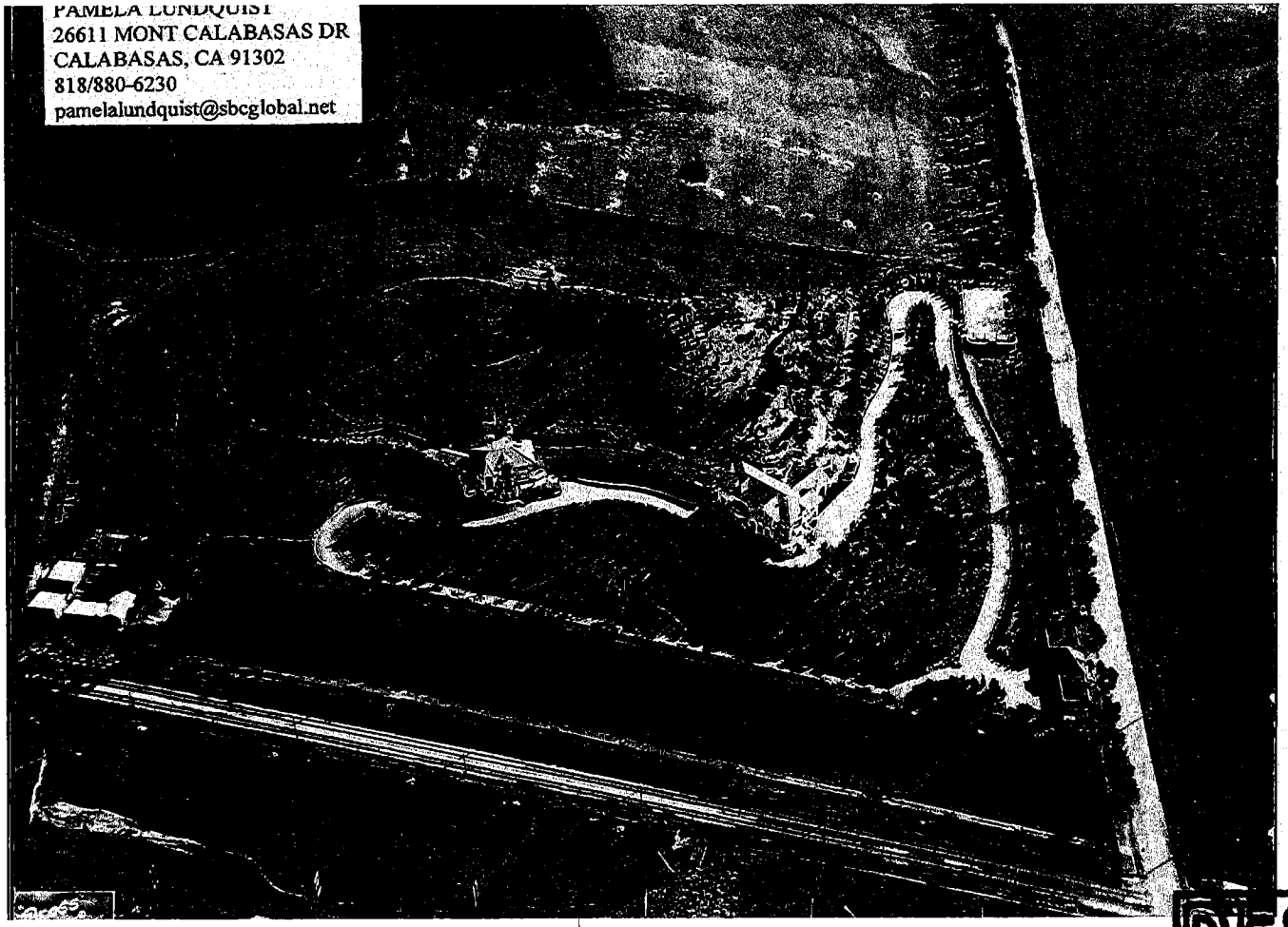
818-268-3207
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Re: SR-1 - Blanchard Estates

No show

PAMELA LUNDQUIST
26611 MONT CALABASAS DR
CALABASAS, CA 91302
818/880-6230
pamelalundquist@sbcglobal.net



P. McCarthy
P. Chu
RCruz

RECEIVED
DEC 13 2010

Letter No. CC31

(114)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
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100 Universal City Plaza
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City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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LAST NAME: McCLURG

FIRST NAME: EDITH

ORGANIZATION (IF APPLICABLE):

STREET ADDRESS: 3306 WONDERVIEW PLAZA

CITY: LOS ANGELES

ZIP CODE: 90068

TELEPHONE NUMBER: - -

Summary of your comments on this matter (optional)

Too much traffic
too many condos
too much commercial property
We are inundated by traffic NOW — Our neighborhood will suffer from too many car trips

No show

Letter No. CC32 (41)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
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MCCREARY
LAST NAME

GUY WEDDINGTON
FIRST NAME

UCNHCofC
ORGANIZATION (IF APPLICABLE)

6369 BELLINGHAM AVE
STREET ADDRESS

NO HOLLYWOOD
CITY

ZIP CODE

818-508-5155
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

1 I ~~Jack Witt~~.

~~My name is Jack Witt and I am the~~ President of the Universal City North Hollywood Chamber of Commerce. The address is 6369 Bellingham Avenue in North Hollywood.

We think a round of applause is due to the professionals from the City and County who oversaw the preparation of the Draft Environmental Impact report on the Proposed NBC Universal Evolution Plan. The document contains a through and detailed analysis of any number of important issue areas, from transportation, to land use, to aesthetics and many other areas.

As a Chamber of Commerce focused on economic development, mitigation and stimulus, we are particularly pleased with the thousands of jobs and millions in new tax revenues generated by this project.

Just think: This project means the creation of 43,000 new jobs; a $3 billion dollar investment in Los Angeles, millions in new annual tax revenues to the City and County and a commitment to the entertainment and tourism industries in Los Angeles. All of which can help lift the region out of a weakened economy. The Chamber is on record in fully support of this critically important project on the East Side of Lankershim Blvd and we call on our decision-makers to join us in that support.

Thank you.

Jay Weddington McCreary

RECEIVED
DEC 13 2010
DEC

P. McCarthy
H. Chu
RBZ

Letter No. CC33

120

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
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MCCUE
LAST NAME

MICHAEL
FIRST NAME

ORGANIZATION (IF APPLICABLE)

7526 KYLE ST
STREET ADDRESS

TUJUNGA 91042
CITY ZIP CODE

818-293-1440
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Water pressure insufficient to extinguish fires in 90's and again in 2000's.
Fix was promised and declared accomplished — Didn't happen

Letter No. CC34 (12)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
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Universal City, CA 91608

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County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

MEYER
LAST NAME

MICHAEL
FIRST NAME

OUTPOST HOA
ORGANIZATION (IF APPLICABLE)

2525 OUTPOST DR
STREET ADDRESS

LOS ANGELES 90068
CITY ZIP CODE

213-802-1708
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Traffic impacts on Residential Streets
loss of industrial land - replacing Backlot
with housing = bad idea.

Letter No. CC35

104

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

McQue ?

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---PLEASE PRINT CLEARLY---

MICHAEL
LAST NAME

MICHAEL
FIRST NAME

SAN FERNANDO VALLEY GREENS
ORGANIZATION (IF APPLICABLE)

7526 KYLE ST
STREET ADDRESS

TUJUNGA 91042
CITY ZIP CODE

818-293-1440
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

In the 1990's Universal Studios experienced a Terrible fire - There was no water pressure To extinguish the fire - Afterwards Universal said water pressure problem was fixed - then, a few years ago, another fire, and again the water pressure was so weak the fire couldn't be extinguished - This leads me to conclude that Universal execs have a credibility problem.

Letter No. CC36

102

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

MONAHAN
LAST NAME

BARBARA
FIRST NAME

STAKEHOLDER: STUDIO CITY NC
ORGANIZATION (IF APPLICABLE)

4223 WILKINSON AVENUE
STREET ADDRESS

STUDIO CITY 91604
CITY ZIP CODE

818-212-4438
TELEPHONE NUMBER

Summary of your comments on this matter (optional) UNAVOIDABLE IMPACTS ARE UNACCEPTABLE

OPPOSE NBC UNIVERSAL EVOLUTION PLAN DEIR — KEEP BACKLOT FOR FILMING

MANY MITIGATIONS ARE NOT ABLE TO BE DONE. INFRASTRUCTURE IS NOT EVEN ADEQUATE. SIGN DISTRICT IS ILLEGAL, PER AGREEMENT WITH CITY ATTORNEY. NBC DAN ORDINANCE

Letter No. CC37

80

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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MOSER
LAST NAME

PAUL
FIRST NAME

ORGANIZATION (IF APPLICABLE)

4038 CARTWRIGHT
STREET ADDRESS

STUDIO CITY 91604
CITY ZIP CODE

TELEPHONE NUMBER

Summary of your comments on this matter (optional)

STOP THE MADNESS

No show

Letter No. CC38

115

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

MOSKAL
LAST NAME

JOHN
FIRST NAME

GTLNC
ORGANIZATION (IF APPLICABLE)

5102 CAHUENGA BLVD
STREET ADDRESS

NOHOLLYWOOD
CITY

91601
ZIP CODE

818-763-1268
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Traffic Control problems — urgency of our streets — does this

No show

Letter No. CC39

(64)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

NEGRI
LAST NAME

PATTI
FIRST NAME

HDCA CUSG
ORGANIZATION (IF APPLICABLE)

6324 Varene Ave
STREET ADDRESS

Hollywood 90065
CITY ZIP CODE

323-465-8407
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Traffic getting to Valley from Hollywood

No show

Letter No. CC40 ③

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

PERRIN
LAST NAME

DEUK
FIRST NAME

CAMPO DE CAHUENGA HMA
ORGANIZATION (IF APPLICABLE)

418 APPLETON ROAD
STREET ADDRESS

SIMI VALLEY 93065
CITY ZIP CODE

805-578-9236
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

DEIR

Letter No. CC41

(89)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Reichenbach
LAST NAME

Fran
FIRST NAME

Beachwood Canyon Neigh Assn
ORGANIZATION (IF APPLICABLE)

2751 Westshire Dr
STREET ADDRESS

Hollywood 90068
CITY ZIP CODE

323-462-2262
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Beachwood Cny is a heavily-traveled "cut through" during peak traffic on 101. Your EIR ignores this fact + doesn't comment on the impact this Project w/ have on ~~the~~ 1) the knolls, 2) Lake Hollywood Estates, 3) Hollywoodland + 4) Beach wood Canyon

No show

Letter No. CC42

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Saarinen-Jorden
LAST NAME

Toni
FIRST NAME

ORGANIZATION (IF APPLICABLE)

5700 Holly Oak Drive
STREET ADDRESS

Los Angeles 90068-2552
CITY ZIP CODE

323-469-1022
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I SUPPORT NBC UNIVERSAL EVOLUTION PLAN - I'VE LIVED + WORKED IN THE COMMUNITY FOR OVER 25 YEARS - I WORK in the television industry & have seen so many jobs lost & so much revenue lost to runaway production. I think its great they are willing to make an investment in keeping production here as well as creating an integrated community where people can live, work & play

Letter No. CC43

90

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

SHARP
LAST NAME

JACQUELINE
FIRST NAME

ORGANIZATION (IF APPLICABLE)

4624 PLACIDIA AVE
STREET ADDRESS

TOLUCA LAKE 91602
CITY ZIP CODE

818-515-1935
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

- How have the many issues from the last expansion effort (the issues that caused the city to not be in favor of expansion changed... solved?
- Define a "dwelling unit" Are there plans for "fractional ownership" or timeshare units?

No show

Letter No. CC44 (54)

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

SHUSTER
LAST NAME

SCOTT
FIRST NAME

ORGANIZATION (IF APPLICABLE)

11822 Victory Ave
STREET ADDRESS

N Hollywood 91606
CITY ZIP CODE

609-412-0859
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Concerns about impact of project

No show

Letter No. CC45

63

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

LAST NAME: SNOW

FIRST NAME: Billy

ORGANIZATION (IF APPLICABLE):

STREET ADDRESS: 3268 HILLOCK DR

CITY: HOLLYWOOD

ZIP CODE:

TELEPHONE NUMBER: 310-926-9993

Summary of your comments on this matter (optional)

concerns of traffic and my view

Letter No. CC46

73

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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SPIEGEL
LAST NAME

LOUISE
FIRST NAME

AQUA VISTA St Neighbour hood Watch
ORGANIZATION (IF APPLICABLE)

10729 Aqua VISTA ST
STREET ADDRESS

N. H.
CITY

ZIP CODE

- -
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

- Time of Meeting is prohibitive for working people!
- We feel that getting ride of the added Barham St will add to traffic conjestion!
- ALL improvements need to be implimented BEFORE Construction begins!

Letter No. CC47

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

STANG
LAST NAME

LISA
FIRST NAME

ORGANIZATION (IF APPLICABLE)

3488 BLAIR DR
STREET ADDRESS

LA
CITY

90068
ZIP CODE

323-302-2251
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I think that we need to focus on reducing the amount of housing they would like to add if for no other reason than that the area can NOT handle more traffic. Lets do the re-distributing of traffic + adding a southbound 101 to 134/170 link + only then rethink how much housing can reasonably be added.

Letter No. CC48

E100

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

STASI
LAST NAME

DOMINICK
FIRST NAME

ORGANIZATION (IF APPLICABLE)

3701 WILLOWCREST AVE
STREET ADDRESS

STUDIO CITY 91604
CITY ZIP CODE

818-487-8345
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

RESIDENTIAL STREETS, SUCH AS VINELAND AVE, SOUTH OF VENTURA WILL SEE GREATLY INCREASED TRAFFIC.
WILL THERE BE ANY MEANS OF MITIGATING THIS IMPACT?
WILL RESIDENTS BE OFFERED PARKING PERMITS AS IN BURBANK, & TOLUCA LK.?

Letter No. CC49

46

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

STONE
LAST NAME

STEPHEN
FIRST NAME

NKCC
ORGANIZATION (IF APPLICABLE)

3295 BLAIR DR
STREET ADDRESS

LA 90068
CITY ZIP CODE

323-876-2644
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

extent of commitment
By Comcast

Letter No. CC50

51

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

TAYLOR
LAST NAME

RONALD
FIRST NAME

ORGANIZATION (IF APPLICABLE)

11567 KELSEY ST
STREET ADDRESS

STUDIO CITY 91604
CITY ZIP CODE

818-766-4655
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Community concern about the number of major unavoidable consequences.

The size of the Metro and Evolution projects are simply too large.

Letter No. CC51

117

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

TURCHAN
LAST NAME

ELIZABETH
FIRST NAME

ORGANIZATION (IF APPLICABLE)

622 N BEACHWOOD DR
STREET ADDRESS

LOS ANGELES 90004
CITY ZIP CODE

323-461-0053
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Pro development

3C No show

Letter No. CC52

B2

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

UNDERWOOD
LAST NAME

DON
FIRST NAME

ORGANIZATION (IF APPLICABLE)

6535 LAKERIDGE RD
STREET ADDRESS

LOS ANGELES
CITY

90068
ZIP CODE

323-850-1438
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

DURING RUSH HOUR, AS WELL AS OTHER TIMES, IT IS NEARLY IMPOSSIBLE TO TURN FROM LAKERIDGE RD OR LAKERIDGE PL ON TO CAHUENGA - EAST.
HOW WILL THIS BE ADDRESSED / MITIGATED?

Letter No. CC53

50

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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LAST NAME: Villa

FIRST NAME: Rita

ORGANIZATION (IF APPLICABLE):

STREET ADDRESS: 4117 FARMDALE AVE

CITY: Studio City

ZIP CODE: 91604

TELEPHONE NUMBER: 818-762-1161

Summary of your comments on this matter (optional)

Concern that the plan assumes this is an urban area. It is a suburban area.

19 story residential buildings are not appropriate/in line with the character of the area.

~~No show~~

Letter No. CC54

80

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

Witti
LAST NAME

Bonnie
FIRST NAME

Toluca Lake Homeowners Assoc.
ORGANIZATION (IF APPLICABLE)

4110 W. McFarlane Ave
STREET ADDRESS

Burbank 91505
CITY ZIP CODE

818-842-8422
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

Concern about traffic
Barham access
sewers
Parking in Toluca Lake
Over developement

No show

Letter No. CC55

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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WEINHART
LAST NAME

MARCUS
FIRST NAME

ORGANIZATION (IF APPLICABLE)

3488 BLAIR
STREET ADDRESS

LA
CITY

90066
ZIP CODE

- -
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

MORE PRODUCTION FACILITIES - NO RESIDENCES!

Letter No. CC56

15

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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WHITE-SEDEL

LAST NAME

MARILYN

FIRST NAME

ORGANIZATION (IF APPLICABLE)

4334 CAMELLIA AVE

STREET ADDRESS

STUDIO CITY CA 91604

CITY ZIP CODE

- -

TELEPHONE NUMBER

Summary of your comments on this matter (optional)

JUST MY PERSENA OPINON

Letter No. CC57

COMMENT CARD

December 13, 2010

NBC Universal Evolution Plan DEIR
State Clearing House 2007071036
Applicant: Universal City Studios LLLP, LP
100 Universal City Plaza
Universal City, CA 91608

City of Los Angeles File No.: ENV-2007-0254-EIR
County of Los Angeles File No.: RENV 200700014

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---PLEASE PRINT CLEARLY---

ZOLLMAN
LAST NAME

DAVID
FIRST NAME

ORGANIZATION (IF APPLICABLE)

10433 Valley Spring Ln
STREET ADDRESS

TOLUCA LAKE
CITY

91602
ZIP CODE

818-761-3931
TELEPHONE NUMBER

Summary of your comments on this matter (optional)

I support reasonable "evolution", however a revolution in our community is unacceptable. Noise levels, & traffic are difficult now, what will they be after the "evolution"??

Division of Land / Environmental Review

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

FINAL ENVIRONMENTAL IMPACT REPORT
Volume 11
Appendix FEIR-1 (Continued) and Appendix FEIR-2

NBC Universal Evolution Plan

ENV-2007-0254-EIR
STATE CLEARINGHOUSE NO. 2007071036
Council District 4

THIS DOCUMENT COMPRISES THE SECOND AND FINAL PART OF THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE PROJECT DESCRIBED. THE DRAFT EIR (VOLUMES 1 THROUGH 27) WHICH WAS PREVIOUSLY CIRCULATED FOR PUBLIC REVIEW AND COMMENT, COMPRISES THE FIRST PART.

Project Address: 100 Universal City Plaza, Universal City, CA 91608

Project Description: Universal City Studios LLLP, L.P., 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, as proposed, would involve a net increase of approximately 2.01 million square feet of new commercial development, which includes 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units would be developed. Implementation of the proposed Project would occur pursuant to the development standards set forth in two proposed Specific Plans. The proposed Universal City Specific Plan addresses development within the portion of the Project Site located within the City of Los Angeles, whereas the proposed Universal Studios Specific Plan addresses development within the portion of the Project Site located under the jurisdiction of the County of Los Angeles. Under the proposed Project, portions of the Project Site that are currently in the County of Los Angeles would be annexed into the City of Los Angeles, while other areas would be detached from the City of Los Angeles and returned to the jurisdiction of the County of Los Angeles. The proposed annexation/detachment reflects the Applicant's objective to establish jurisdictional boundaries that follow existing and planned on-site land use patterns.

APPLICANT:
Universal City Studios LLLP, L.P.

PREPARED BY:
Environmental Review Section
Los Angeles City Planning Department

July 2012

Appendix FEIR-1 (Continued)

Draft EIR Comment Letters

Letter No. T1

UNIVERSAL CITY, CALIFORNIA

PUBLIC MEETING

In re:)
)
NBC UNIVERSAL EVOLUTION PLAN)
State Clearing House)
No. 2007071036)
_____)

REPORTER'S TRANSCRIPT RE PROCEEDINGS

Universal City, California

Monday, December 13, 2010

Reported By:
MARIANNA DONNER, CSR No. 7504
LAURA YIM, CSR No. 9921
JOB No. 303527

UNIVERSAL CITY, CALIFORNIA

PUBLIC MEETING

In re:)
)
NBC UNIVERSAL EVOLUTION PLAN)
State Clearing House)
No. 2007071036)
_____)

Reporter's Transcript Re

Proceedings, pages 1 through 176,

at 555 Universal Hollywood Drive,

Universal City, California, beginning

at 4:06 p.m. and ending at 7:52 p.m.

on Monday, December 13, 2010, before

MARIANNA DONNER, Certified Shorthand

Reporter No. 7504, and LAURA YIM,

Certified Shorthand Reporter No. 9921.

APPEARANCES:

MEETING OFFICERS PRESENT:

HENRY CHU, City of Los Angeles
Department of City Planning
PAUL McCARTHY, Los Angeles County
Regional Planning Department
SAM DEA, County staff
ROSIE O RUIZ, County staff
DEBBIE LAWRENCE, City staff

Universal City, California

Monday, December 13, 2010

4:06 p.m. - 7:52 p.m.

HENRY CHU: Good afternoon. This is a public meeting to obtain verbal and written comments on the Draft Environmental Impact Report for the NBC Universal Evolution Plan, City Case Number ENV-2007-0254-EIR and County Case Number RENV-200700014, State Clearing House Number 2007071036 involving property located at 100 Universal City Plaza, Universal City, California 91608.

My name is Henry Chu. I'm the meeting officer assigned to this case for the City of Los Angeles, Department of City Planning. Joining me is Paul McCarthy, the meeting officer assigned to this case for the Los Angeles County Regional Planning Department.

We are holding a joint meeting in order to provide the public an opportunity to speak or submit written testimony about this Draft Environmental Impact Report.

After the close of the comment period on February 4th, 2011, written responses to comments on

the draft EIR will be prepared for inclusion in the final EIR.

In order to be added to our interested parties list, please provide your name and address on the mailing list located at one of the tables just outside of the ballroom doors with City or County staff. Please put your name and address clearly on the form so that it is legible.

This is not the public hearing for the proposed project. After the final EIR is prepared, the City and County will begin the public hearing process on the requested entitlements.

The purpose of this meeting is to allow the public to submit comments on the draft EIR for the proposed NBC Universal Evolution Plan. No responses will be provided at this meeting by the City and County staff. Oral and written comments will be responded to in the final EIR.

In lieu of or in addition to providing oral comments at this meeting, you may provide written comments. Comment sheets are provided in the back of the room and they should be placed in the boxes provided.

This meeting is not intended to and does not restrict the ability of the public to submit comments

on the draft EIR. In lieu of or in addition to providing comments at this meeting, members of the public may submit written comments on the draft EIR on or before February 4th, 2011, to Jon Foreman, Senior City Planner, let me spell that, Jon Foreman, J-o-n, F-o-r-e-m-a-n, City of Los Angeles, Department of City Planning, 200 North Spring Street, Room 601, Los Angeles, California 90012. Please include Case Numbers ENV-2007-0254-EIR and RENV 200700014.

Now, Paul, would you like to describe the project and the procedures?

PAUL McCARTHY: Certainly.

The proposed project is as follows: Again, Case Numbers ENV-2007-0254-EIR, RENV 200700014. Now, that's the Draft Environmental Impact Report case number for the NBC Universal Evolution Plan which we will refer to tonight as "the project."

The project includes the development of approximately 391 acres and, of course, the site is located here in the eastern end of the San Fernando Valley and the Cahuenga Pass. I think you know roughly the parameters; Lankershim Boulevard on the west and the L.A. River on the north and the Hollywood Freeway on the south. And we will refer to that as the project site.

The project as proposed would involve a net increase of 2.1 million square feet of new commercial development, which will include 500 hotel guest rooms and related hotel facilities. In addition, a total of 2,937 dwelling units will be developed according to the proposed plan.

Future development across the project site would occur pursuant to two proposed specific plans; the proposed Universal City Specific Plan, which would guide future development within those portions of the site located within the City of Los Angeles and the proposed Universal Studios Specific Plan, which would guide future development within that portion of the project site located within the unincorporated areas of Los Angeles County.

The draft EIR analyzes the potential environmental impacts of this proposed development pursuant to these two proposed specific plans, as well as the applicant's requested general plan amendments and all other related actions.

The EIR describes significant and unavoidable impacts. They've been identified with regard to air quality for construction operational and cumulative emissions, noise for construction and cumulative impacts, transportation for operational

and neighborhood intrusion and cumulative impacts, solid waste operations and cumulative impacts. And due to the implementation of the project's offsite mitigation measures and improvement upgrades to the area's water and electrical infrastructure, again significant and unavoidable impacts.

Other issues in the draft EIR when mitigated will not have significant or unavoidable impacts or cumulative impacts with regard to construction or operation on the proposed project.

Now, for this afternoon's public comment period, we want you to be mindful of the following procedures: We'll have to hold the speakers to a two-minute time limit. We started a meeting in Pepperdine recently at 5:00 o'clock with a three-minute time limit. We had 30 speakers and that lasted until about 8:00. So we got a lot more people here tonight.

We do have sign-in sheets, and you have to fill in your name and address on the sign-in sheet, and we will be calling those names.

The speakers cannot cede their time to others and can only speak once. In other words, if you go back and take a seat and think, oh, I forgot to say something, you cannot come back; however, feel

free to write us a letter, and you have up until February the 4th to do that.

Obviously we don't want to have noise making or interruptions in this event or nature. If you get into applauding every time someone speaks, we're going to be here until 2:00 in the morning.

So what we're going to do is we're going to call the names in groups of five. So five of you will come up and be seated here and then zip, zip, zip come up to speak. And I think that will speed things along. It worked very well at our recent Pepperdine gig certainly.

Before you come up, please take a moment to silence your cell phones, put them on vibrate or turn them off.

Now, feel free to utilize graphics as part of your presentation. If you want to come up and put something here on one of the stands here, that's fine. But we have to tell you that once you do that, it becomes part of the public record and you have to leave it here with us. You cannot take it home. We could preserve that and keep it downtown and make it available for the public hearing if you wanted to come back down for that hearing and use the same exhibit a second time.

So we're now going to start by -- to hear from those of you who want to provide comments tonight on the draft EIR, the Environmental Impact Report, for those of you who have submitted your cards.

Remember, again, this is not the public hearing. There will be a public hearing downtown that will consider the project at a later date. The city will conduct hearings. The county will conduct hearings. This meeting should be concentrating on the EIR, so if you can direct your comments in that regard.

When you come forward to the speaker's podium, give us your name and then spell phonetically your last name. If you spell your name phonetically, it will be very helpful to the court reporter. So the entire proceedings tonight will be taken down by a court reporter, and then they will be incorporated into the final EIR which will be completed prior to the commencement of hearings downtown and will be distributed to the appropriate decision makers prior to their proceedings.

So Sam, if you want to call the first five names.

SAM DEA: Sure. Before I start, I actually

would apologize ahead of time if I mispronounce your name.

So I'm going to call the first five names. John Garner, Glenn Bailey, Deuk Perrin, Dale Christensen, Arnold Darrow.

Mr. Garner, if you can.

JOHN GARNER: Thank you. My name is John Patrick Garner, G-A-R-N-E-R. I live at 10211 Valley Spring Lane, just across the golf course from Universal City. I have been involved in noise issues at Universal since 1989 as the founder of the Toluca Lake Residents Association during the last Universal Master Plan process and currently as chairman of the Universal Noise Committee of the Toluca Lake Homeowners Association.

The DEIR is correct in mandating the establishment of a noise monitoring system for what is going to become years of construction-related noise if the current master plan is approved. The DEIR is absolutely wrong that the majority of the other noise sources at Universal City do not impact the nearby community as they do not generate enough noise to be audible above ambient noise levels at the receptors in the project area. For us, the community, the issue is not decibels. It is noise

that disturbs Universal's neighbors in a major way.

NBC Universal has itself recognized that even existing noise from Universal City is a problem for the surrounding community and has, therefore, established a senior management level task force to deal with existing noise. This core response team composed of two senior vice-presidents and two director -- and two director level management employees is in the process of setting up a very comprehensive program to deal with the current nonconstruction noise that the DEIR says will not be a problem in the surrounding community.

The remedy that should be mandated in the DEIR is to make the process now being developed by senior management at Universal to deal with community complaints about noise from Universal City permanent as a condition of the approval of their master plan.

Residents living close to Universal have been involved with Universal on the noise issue in our community for at least 30 years. The pattern has been a problem develops, the action is taken to solve that problem which has been -- what has been lacking is a sustainable ongoing Universal program to effectively deal with noise issues.

In the late 1990s, noise in our community --

in the late 1990s local residents were very involved in Universal's proposed master plan. Many filings were made through our attorney at Sheppard Mullin Richter & Hampton on issues related to noise. Universal eventually ceased pursuing that master plan but as a result of the interaction with local residents during the process Universal recognized that noise was a problem even though the DEIR for that proposed project said it was not and many constructive changes were made to lessen the impact of noise in our community.

I see my time is running out so let me go to a summary.

I listed in my written comments for you the kinds of activities that are under way in the senior management team; so in summary, over 30 years of our community's dealings with Universal on noise issues, we have found that they will eventually take action to address current problems. What is required now is a permanent and effective ongoing process that Universal is required through this master plan to implement. This is especially critical now as our community is facing years of serious construction related and other noise if the current master plan is approved.

History has proven that without this requirement, our community has no option except waiting for the next noise problem and then prodding NBCU and then prodding Universal to take action.

PAUL McCARTHY: Thank you.

JOHN GARNER: Thank you very much.

PAUL McCARTHY: Next speaker. Please give us your name and then spell the last name.

GLEN BAILEY: My name is Glen Bailey, B-A-I-L-E-Y.

I am a member of the City of Los Angeles Bicycle Advisory Committee appointed by the mayor and city council, the members are and its current chairperson. And I'm not here as we move -- and the committee doesn't take positions on development issues. We just take positions, recommendations on matters relating to bicycling. And so that's what the scope of my comments are.

I believe that the Draft Environmental Impact Report is inadequate as it relates to bicycling issues. Specifically by saying that there's no impact is -- somebody's got their head in the sand.

First of all, by cutting off access to the Los Angeles River so that there cannot be access from

the west or connect to the east is wrong. And since the project of this magnitude is being put in with all of its impacts in terms of vehicular traffic, density, et cetera, I think that part of the mitigation needs to be incorporating bicycle access along the Los Angeles River so it can connect with bike paths to the east and the west in the future.

Secondly with regards to the route that is in -- or the path that is in the plans along the north/south street, on the easterly portion of the property and then the reconfigured access roadway on the southerly portion, I don't know who was looking at that, but I just rode up there from Lankershim from Ventura Boulevard, and while it was a good workout and I am going to look forward to going back down, I just really don't think that designating that as the bike path -- first of all, I don't think that meets any engineering standards given the grade. Usually you are going to put lanes in and of course the current width is inadequate for that.

So I think you need to go back to the drawing board. You know, I'm glad to see that there's inclusion and incorporation of bicycle facilities but -- within the project, but you also need to realize access to the project for everybody.

And the way that I see this being put in now it's not for everybody.

So do that, make it for everybody and don't preclude the option for the future benefit of the entire city and the region for having the connection along the Los Angeles River.

I think that will do it. Thank you.

PAUL McCARTHY: Thank you.

And the next speaker. Please come up and give us your name and spell your last name.

DEUK PERRIN: We may be a little bit out of order in that number three might be number four and vice versa.

My name is Deuk Perrin, P-E-R-R-I-N. I am the president of the Cahuenga -- Campo de Cahuenga Historical Memorial Association just down the road.

I will keep my comments to three issues. There are many in the draft EIR that I can see need to be improved. Now hopefully they will be in the final EIR. But let me concentrate on three.

My first one has to do with development phasing strategy. We've had some presentations by Universal that talks about something in the neighborhood of five phases, but nowhere in the document could I find what those five phases were,

what was going to be built and where.

Now, this is extremely, extremely important because, as Universal tells us, successful mitigation, we're talking about transportation mitigation measures, if they are not met or if they are impossible or unfunded, then the next phase doesn't begin. So we really do need to see what those phases are in order to see what the transportation improvements are, and then we need to monitor those improvements as the phase begins. And I'm speaking to that, I see that the Mitigation Monitoring and Reporting Program, MMRP, is going to be provided in the final EIR, not the draft. I think that's wrong. I think you should take a shot at it now in the draft document.

Next, the draft EIR talks about physical boundaries that separate the project from adjacent communities and, therefore, lessens the impacts significantly. Now, why wasn't this same logic used when considering the residential component of the project, the Metro station. It does not meet the planning guidelines in order to set forth by the City of Los Angeles and MTA that promote residential proximity to public transportation. That's extremely important. To indicate that there's going to be some

gentry service that's going to transport people some two miles to a transportation center is ludicrous and will not work and we don't know if it will last 20 years or what happens on the 21st year.

The last comment is that Los Angeles Department of Transportation (inaudible) in the scoping meeting of February 2007, financial costs, funding sources and financings, sequenced and scheduled considerations, implementation responsibilities, controls, monitoring of appropriate mitigation measures. Nowhere, absolutely nowhere in the draft EIR do I find this. They need to be addressed. They need to be addressed in the DEIR.

Thank you very much.

PAUL McCARTHY: Thank you.

And the next speaker. Give us your name and spell your last name.

DALE CHRISTENSEN: Yes. Thank you for allowing me to speak today. My name is Dale Christensen. I live at 5222 Colfax in Valley Village, a long-time resident there. My comments are basically just an overview without getting into any specifics today.

As a local resident, I'm looking forward to seeing Universal's plan come to fruition. According to the Draft Environmental Impact Report, the company

is making a major investment in the entertainment industry in Los Angeles. The proposed new sound stages and post-production facilities will help maintain Universal's position as one of the largest working studios in the industry.

Entertainment jobs are vital for Southern California and our economy, and the plan helps ensure that we continue to have an entertainment related well into the future. Los Angeles is the entertainment capital of the world and Universal plays a critical role in that.

A stronger, better studio means more jobs, more tax revenue. And as a local resident, I fully embrace this plan in the future.

Thank you very much.

PAUL McCARTHY: Thank you.

And the next five speakers.

ARNOLD DARROW: My name is Arnold Darrow. I live on Dona Emilia in Studio City, and I have been a resident in Studio City since 1973.

I am personally very excited about the proposed Universal project. And although the area is well developed now and has a very good business center, I feel adding all of these additional jobs, both in terms of the new jobs within the project

itself and the jobs by the supporting businesses outside, such as restaurants and retail stores and things like that, could not hurt at all. It could probably help a lot to build the economy of Studio City. Not that it's that bad now, but it could always get better. And I feel, too, when you put all of that extra money in people's pockets, they are going to spend it. And that's good for the businesses both that will come in and the ones that exist now.

So I'm sure that businesses will be happy about the additional purchasing power that will come from these people that will be working on these jobs. And of course a lot of the jobs will be in the construction business at first as they build the project and, of course, the jobs and the people that will work here permanently afterwards. So between the two, there's a lot of additional money going into the community.

I had some concerns at one time about how the NBC Universal project might impact neighboring communities itself; but after seeing some of the findings in the draft environmental report, I fully support the idea now of adding residences to Universal City. I know right now we have a lot of

residences here now, but there's going to be a lot of room for additional residences both condos and apartments in this new project. And the fact that they are adding a whole new street, I believe it's called Universal Hollywood Drive, which bisects the center of the project, will go a long way, I feel, to alleviating any traffic congestion. Plus the fact I understand they are adding a lot of onramps and offramps to the Hollywood Freeway which didn't exist before. We probably need those anyway.

And of course they will be widening many streets in the area. I understand Lankershim will be widened and others as well. And I feel that between the widening of the streets, the signal improvements, the additional road that will be built and the fact that we already are very close to a Red Line subway station right in the community which many projects don't have that. That in itself is going to be good because the subway system is just getting more and more popular all of the time.

I honestly do feel that this project will give the people a real opportunity to purchase or rent homes close to their jobs. And transit, as the transit exists now, we have of course the buses and the subway system. But this kind of a fill-in

project where a lot of the additional homes will go into the new area will -- and will be adjacent to transit that's already here, particularly the subway, should not encroach on many of the existing homes and shouldn't create a problem. And that, plus the fact that there's going to be all of these street widenings and street additions, I think should alleviate quite well any concerns that Studio City residents might have.

And the feel in the end, it's going to be a great boom to the community and, of course, property values will go up, too. There's nothing wrong with that.

PAUL McCARTHY: Thank you, sir.

We're going to call five more names. And will the first person called just report directly to the speaker's podium.

SAM DEA: Barry Johnson, Tom Moxley, Joyce Hart, Alan Kishbaugh, Joan Hoffman.

PAUL McCARTHY: First speaker may proceed.

BARRY JOHNSON: And I thought you said two minutes.

PAUL McCARTHY: Three.

BARRY JOHNSON: It's three?

PAUL McCARTHY: You don't have to take up three.

If you want to take up one, it's fine.

BARRY JOHNSON: Barry Johnson, J-O-H-N-S-O-N, Studio City resident.

Filming has been going on on this lot for nearly 100 years. I'm all for the expansion of the studio use for that filming but not for most of the other aspects of this plan, particularly housing. You need to hang on to your back lot and, in fact, expand the neighborhood facades you have on the lot so my neighborhood, a few blocks away, isn't your back lot on a regular basis like it is currently.

The surrounding communities around this lot are suburban, not urban. Your attempt to urbanize this property will overflow into the surrounding communities and change their suburban character forever. The surrounding communities are suburban, not urban.

Also temporary construction jobs can never justify the loss of character the surrounding communities will lose forever.

And one other thing, unavoidable impacts, as the DEIR states in many places, are unacceptable in my opinion. And NBC Universal has an ongoing slogan of green is Universal. And I submit to you that the only thing green that is Universal is this.

(Whereupon speaker held up cash money.)

And I would like -- I would like to see NBC Universal be a good neighborhood and respect the environment of your surrounding neighbors and their communities. Thank you.

PAUL McCARTHY: Thank you. Next speaker.

Let's hold down the applause. We're going to be really extending the time we're going to spend here tonight if we have to listen to applause after every speaker. It's not fair to applaud one and not applaud the others; so let's no applause.

You may proceed, sir.

TOM MOXLEY: Thank you. My name is Tom Moxley, M-O-X-L-E-Y, and I am the president of the L.A. and Orange County Building and Construction Trades Council.

We represent 140,000 working men and women in the building trades in L.A. and Orange County, many who live in this area and in all areas in the surrounding communities.

The environmental report on the Universal property indicates that it will be built without causing much in the way of long-term impacts on the environment or the surrounding communities. Considering the size, scope and exhaustiveness of

this review, it really passes with flying colors. The sooner the review process is completed and construction can get under way, the quicker the project will be able to provide an economic boost to Southern California. We could certainly benefit from the construction jobs with 40 to 50 percent unemployment in the building and construction trades, as well as the thousands of other jobs associated with the expansion of film and TV production facilities in the theme park.

Thank you for your time.

PAUL McCARTHY: Thank you.

Next speaker. Give us your name and spell the last name.

JOYCE HART: Hi, my name is Joyce Hart, H-A-R-T, and I live in Burbank, 135 North Maple; and I've lived in the community for over 10 years now. I'm an employee of NBC Universal, and I think the draft environmental document, they did a great job of analyzing the benefits of the project's investment in the entertainment industry in Los Angeles.

I believe that from the inception of Universal Studios, they've always had the care and concern for the community and it's always been a priority to make sure they both work together.

I know that the entertainment industry is a part of the life blood of Los Angeles. There are numerous studios and production-related facilities throughout Southern California. Generating thousands of jobs and resulting in hundreds of millions of dollars in local and state revenues. The importance of Universal's investment in new production facilities at Universal City cannot be overstated. The new sound stages, offices, mills and other support facilities will enhance and reinvigorate the studio. The reinvestment in and commitment to Los Angeles will ensure that Universal Studios continues to wear the title of the world's largest working studio for years to come.

This project is a winner that is deserving of support.

PAUL McCARTHY: Thank you.

And the next speaker, please give your name and spell the last name.

ALAN KISHBAUGH: My name is Alan Kishbaugh, K-I-S-H-B-A-U-G-H. I am the current chair of the Mulholland Scenic Parkway Design Review Board.

I'm submitting a much longer letter to Mr. Foreman, but I thought I would take this moment to -- in the interest of time to summarize or hit the

high points without getting into all of that detail that's in the other letter.

The NBC Universal Evolution Plan contains within it a request application to the City of Los Angeles for the removal of the property's southeast corner from the Mulholland Scenic Parkway Specific Plan. This plan is the result of decades of citizen efforts to protect and preserve the character and uniqueness of Mulholland Drive, its valley and city views and its natural topography and native growth.

In 1992, the Los Angeles City Council enacted the specific plan and ordinance in recognition of this one-of-a-kind asset of the City of Los Angeles.

There is widespread concern that removal of this corner from the Mulholland Specific Plan could subject it to, among other things, overscale signage, illuminated or otherwise that would be highly visible from Mulholland Drive thus diminishing the outer corridor view protected by the Mulholland Specific Plan.

The Mulholland Specific Plan Design Review Board and a broad consensus of residences within the specific plan boundaries and across the City of Los Angeles opposes any modification of the Mulholland

Plan's boundaries. We hold that the Mulholland Specific Plan boundaries and jurisdiction, both inner and outer corridors, must remain inviolate as it was originally drawn and enacted in 1992 by the Los Angeles City Council and signed into law.

And I'm submitting this letter on behalf of the Mulholland Scenic Design Review Board.

PAUL McCARTHY: Thank you very much for that.

Next speaker.

And we'll call five more names at this point.

SAM DEA: Arthur Venturina, Roger Dudley, Piedmont Brown, Marian Dodge.

PAUL McCARTHY: And Arthur, if you could stand behind the speaker, stand behind her.

SAM DEA: Marilyn White.

JOAN KRIEGER-HOFFMAN: My name is Joan Krieger-Hoffman, K-R-I-E-G-E-R, dash, H-O-F-F-M-A-N. I'm vice-chair of the Mulholland Design Review Board, and I concur with everything that Alan Kishbaugh, our chair, said.

The reason I'm even taking up your time is California is my home. Los Angeles has been my home. I'm 65 years old. I went to Baldwin Hills Elementary School, Hamilton High and UCLA is one of my

universities.

I'm a partner in Fred Hoffman Architecture. I'm a business woman. I'm very much in favor of business. I'm very much in favor of building.

Needless to say, I've been sitting on this board for five and a half years, and the one thing that I've observed over the years, people come in and they say they are going to do something and then I go to see the building after it's built. Low and behold, not everyone has told the truth, and people get away with things. And that's on a very small scale.

I want to explain that before I was appointed to this Board by the L.A. City Council, my company, Fred Hoffman Architecture, appeared before the Board for 11 years. When we gave our word, we did what we said, but we're just a little teeny group. I am just and deeply concerned that we give the Mulholland Design Review Board the right to review the plan so that the people can come on up, in our case it's come on down, to our meeting in Van Nuys and have their say. That's it.

PAUL McCARTHY: Thank you.

And the next speaker.

ARTHUR VENTURINA: Good afternoon. My name

Arthur Venturina, it's V, as in Victor, -E-N-T-U-R-I-N-A.

Thank you for the opportunity to speak today. I live on 3944 Kentucky Drive here in Los Angeles.

We're so lucky to live in Southern California. It's the entertainment capital of the world. However, to keep that title, NBC Universal must invest in updating the world's largest working studio. The draft EIR lays out the plan just for them to do that. To keep the production here in our city and to remain competitive, NBC Universal needs to build new sound stages and improve its existing facilities.

The NBC Universal Evolution Plan is a win for the company, the city, the county and area residents. I'm hopeful that this project will continue to move forward toward approval so that we can all begin to enjoy the substantial benefits it will carry.

Thank you very much.

PAUL McCARTHY: Thank you.

And the next speaker.

MARIAN DODGE: Marian Dodge, D-O-D-G-E.

I'm president of Hillside Federation,

Federation of Hillside and Canyon Associations, representing 33 homeowner associations spanning the Santa Monica Mountains. The Federation has numerous concerns regarding this project.

This massive project requires 17 discretionary approvals, plus any additional action that may be determined necessary. By its own admission, it will cause significant and unavoidable impacts on air quality, transportation and solid waste. The impact on traffic in the area, which is already congested, will be overwhelming. One should not build a huge project in a bottleneck. Penned in by the Santa Monica Mountains, historic Campo De Cahuenga, the Los Angeles River and Griffith Park, there's simply no convenient place for the traffic to go. NBC Universal must pay CalTrans or DOT for any and all costs of traffic mitigations.

Of particular concern is the intent of the project to remove a small portion of the project site from the Mulholland Scenic Parkway Specific Plan. Residents along the Mulholland corridor worked long and hard to establish design reviews for the corridor. To simply remove yourself from the plan makes a mockery of planning.

Additionally, there is concern over

Mitigation Measure B7 regarding the proposed widening of Forest Lawn Drive. At this point, Forest Lawn Drive goes through Griffith Park, Historic Cultural Landmark Number 942. Any changes in Griffith Park or Campo De Cahuenga must be approved by the Cultural Heritage Commission.

The developer should not be permitted to ease the traffic jam that they created by funneling traffic through Griffith Park. To do so is a violation of Colonel Griffith's intent when he donated the park land to the city to provide an escape valve for the masses from the hustle and bustle of urban life. The project must not disturb the geography of Griffith Park, its wildlife or the tranquillity of its visitors.

This project is too massive, creates too much congestion and is located in an inappropriate place. It is ill-conceived.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

MARILYN WHITE-SEDEL: My name is Marilyn White-Sedel; and that's white like the color, hyphen, Sedel, S-E-D-E-L.

Everybody has told you how they feel about

the size and not doing this and not doing that, but I'm here to tell you, I live in Studio City. I've been in my home for 54 years. We have a scrubber in Studio City because the city's underground -- you're talking about above ground. Do you know what's underground? Nothing. The pipes are breaking. It is a mess, and the city hasn't the money to do anything. You are just going to run into terrible, terrible problems. This whole city will be with scrubbers in their backyards.

The other thing is maybe all of you ought to change places with the people that are going to be affected, live there during this building project and see how you feel about it after it is completed.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

FREDRICK BROWN: Chairman, my name is Fredrick Piedmont Brown, B-R-O-W-N. I wrote this speech tonight, but I'm not going to go by the speech. I have a lot of opposition in the room of course. They live over here. I don't.

I have a lot of members. I'm the president of the ironworkers. 40 percent of our membership is out of work. We are doing a project here right now

called the Transformers. We also worked on King Kong.

Our membership, there's a lot of them here that live here in the area are losing their homes, losing their health and welfare and losing their way of life. This is a job that's going to bring revenue to the city, infrastructure, money. I don't see how we can turn this down.

I choose to live over by an airport where there's a lot of plane traffic. That's my choice. I know I live by the airport. I know what to expect. That's the same thing when you live by Universal Studios, which is the largest studio, filming studio in the world. This industry is what Hollywood and California is about.

Please, move forward with this project and help my people and the people of this great state and city go back to work.

PAUL McCARTHY: Thank you.

We're going to call the next five names, Mr. Dea.

SAM DEA: I believe I called Roger Dudley.

PAUL McCARTHY: Is Roger Dudley here?

SAM DEA: I will go ahead and call the next five people.

Angela George, Edith Anderson, Joe Brody.

PAUL McCARTHY: George Anderson, please come forward.

SAM DEA: Krista Michaels, Ian Astraquillo. I apologize if I mispronounce that.

Angela Dudley. I'm sorry, Angela George.

PAUL McCARTHY: Angela George?

Okay. Go ahead, just give us your name, then. Some people signed up, I guess, who aren't coming. Just step up to the podium and speak.

KRISTA MICHAELS: My name is Krista Michaels, M, as in Mary, -I-C-H-A-E-L-S. I'm a resident of the Cahuenga Pass, a member of the Cahuenga Pass Property Owners Association and a director of the nonprofit 501 C3 Communities United for Smart Growth. I'm a neighbor, and I regard NBC Universal as my neighbor. I'm also a union member, and I own a business, an architectural signage company, that is attached to the architectural and construction industries.

I have been asked before why would I object to Universal Studios' expansion. Didn't I know when I bought my house that I was moving next door to a movie studio? And my answer is this: In 1986 when I bought my home, I signed up to live next door to a movie studio. I did not sign up to live next door to

an amusement park or a tourist destination.

Back then, Universal Studios was a movie and TV studio that also operated a delightful little tour that allowed folks who were not in the entertainment industry to get a peak into the process that results in the films and TV shows that we all watch.

But now what I see developing is not -- is the attempt, once again, as in the 1990s, to create not only a major tourist destination but a major commercial center in the middle of a mountain with local infrastructure that is already breaking under its current burden.

I want to say unequivocally that we all want job growth and we want job creation, and that's something that a thriving entertainment industry can provide. I myself just paid my union dues. But we cannot let shortsighted aspects of this expansion come at a time and at the expense of the thousands and thousands of residents, many of whom have lived here all of their lives.

An example of this shortsightedness is the loss of the historic back lot which will be split off for residential housing. The back lot means production. That means long-term jobs. Once lost, that job generation production land can never be

regained. Production is fleeing Los Angeles to other venues. Why not retain the back lot and build those venues here?

A second aspect is traffic. We do not want more traffic moving faster through our neighborhoods. We want less traffic moving more slowly. We do not want our local streets to become freeway alternatives or theme park audience management arterials.

And the third aspect, new specific plans have been offered supposedly to ensure that the community will know what will be built over the next 20 years, but I see this as sort of a bait and switch tactic.

Permission for wholesale development is sought now rather than over the years on a case-by-case basis. Individual projects allow the city, county and the communities to judge whether a project merits approval based on the current conditions in the area at the time the approval is sought.

PAUL McCARTHY: You need to wrap it up.

KRISTA MICHAELS: Yes. Thank you.

Are the City and the County so desperate for income that they will allow a project to go forward that has so many negative impacts that are

significant and can never be mitigated?

PAUL McCARTHY: Thank you.

Next speaker. Give us your name and please spell your last name.

KEN BHAN: Hello, my name is Ken Bhan. That's B-H-A-N. I'm president and CEO of Bhan Consulting, and I live at 6700 Franklin Place in Los Angeles.

I appreciate the City and County's review of the Universal plan and the confirmation that this plan is a commitment by NBC Universal to invest and improve Universal Studios Hollywood and the surrounding communities.

I think if you look closely at the plan, the traffic solutions that are offered by the plan alone will make our community safer. And for someone who was just in a recent car accident in Los Angeles, I think that trumps any political and logistical issues. If you look closely at the plan, it will improve traffic long term.

And tourism is one of the most important industries in Los Angeles. It generates significant revenue for local government. You know, for this reason, City Walk, the tram tour, anything in Los Angeles that involves tourism needs to be vibrant and upgraded, you know, to make our city successful.

I think that's responsible. You know, an investment in tourism, you know, in business, the studio in Los Angeles, the community. We need that. I mean it's 2010, 2011. We need to stick together and bring more jobs.

You know, I hear some opposition; and when I think of the great architectural masterpieces of our country, of our planet, you know, canals, bridges, you know, they all had opposition. But they made things work better long term. They increased revenue, not just on a domestic level but an international level. And that's what we need to look at.

You know, it's 2011, and we need to improve this planet. And I think NBC Universal has been entertaining the world for many years. I think by building the plan that they have here, they will also create architecture and cities and systems that will be modeled throughout the world. Thank you.

PAUL McCARTHY: Thank you.

And the next speaker. Please give us your name and spell your last name.

EDITH ANDERSON: Hi, my name is Edith Anderson, A-N-D-E-R-S-O-N, and my address is 14637 Magnolia Boulevard in Sherman Oaks.

NBC Universal has been working on this project for years, and the size and scope of the draft environmental document demonstrates how much effort has gone into making sure the public knows as much as possible about the plan.

To me, the most interesting thing about the project is the combination of production, tourism and residential elements all in one place and connected effectively to public transit. This kind of development is supposed to be exactly what our region needs to be to continue to have livable neighbors. Here's a plan that will provide good new jobs, new homes and improve a tourist destination that people can reach by train, bus, shuttle, carpool or by foot.

Isn't this precisely the kind of development the city is encouraging?

My only comment on the plan and the study, which went into the creation of the project, is that it should be approved quickly because it's going to be modeled for future planning in this city.

Thank you.

PAUL McCARTHY: Thank you very much.

And we'll call the next five names. Will the first person please come directly to the podium and the others take a seat directly in the front.

Mr. Dea.

SAM DEA: Amy Evans, Chris Evans. Second call for Angela George. Erica Decker, Connie Elliot.

PAUL McCARTHY: Please proceed, ma'am.

AMY EVANS: Sure. My name is Amy Evans, E-V-A-N-S. I live at 14358 Magnolia Boulevard in Sherman Oaks. I'm obviously a local San Fernando Valley resident, and I'm also a business owner. My business relies on growth in the San Fernando Valley because I work with companies to offer them insurance benefits, and they need to have employees for me to be able to run my business successfully.

I know it's impossible to make everybody happy with a project of this scope, but I do believe that NBC Universal has shown their commitment to the project and to the local community. I think it shouldn't be overlooked that Universal Studios has existed here for a long time and is investing in staying here for a lot longer. They are not coming in and dropping a bomb and then leaving. They are investing in the community so that they can be a thriving business for a long time and they have a vested interest in making sure that they are doing the best they can for both the citizens and the environment with this project.

I think to call this project shortsighted is pretty absurd. I think that you can see through the investment that they've made so far that this is not even close to shortsighted. They're investing a lot of time and resources to make sure it's very well thought out and very well planned.

I also think that personally this is a really exciting project, not just for the business impact but for my family. From what I've seen so far, this is the kind of community that we would like to live in and we're looking forward to considering being future residents when the project is completed.

Thank you.

PAUL McCARTHY: Thank you.

And the next speaker.

CHRIS EVANS: Good afternoon. My name is Chris Evans, E-V-A-N-S, and I also live at 14358 Magnolia Boulevard in Sherman Oaks. I appreciate the time to give some brief comments.

I also am supportive of the plan and the project. I think it is an important project for the city and county on a lot of levels. The draft EIR states that vast numbers of jobs are going to be created, more than 40,000. I'm in support of that. Enhancing studio support facilities, Universal can

keep more entertainment jobs at home in a time when a kind of severe tax structure for businesses has recently driven a lot of entertainment business out of the country, not just the state but out of the country. I think it's vitally important that this be taken into account.

The project should also increase tourism, which I think coupled with the proposed improvements of transit in and around Universal City, the project does stand to benefit residents all over the area of Universal City and beyond.

My wife and I are developing an interest in living in Universal City precisely because of this project. And we support mixed use development that is, of course, another project. When people can be encouraged to live, work and shop in a smaller circle than they do now, than we all do now, then we all can benefit by decreasing the impact on traffic, impact on the environment and allowing us to live slightly more -- well, perhaps more than slightly more rewarding lives and increase our quality of life as well.

Thank you very much.

PAUL McCARTHY: Thank you.

Next speaker.

ERICA DECKER: Yes. Erica Decker, D-E-C-K-E-R.

I've been in this neighborhood since '72. I'm in that white -- that large white block on that screen there that is now going to be surrounded by an invasion of very large red modulars that they've got there. Needless to say, I'm somewhat concerned for a number of reasons.

Visually, I can't even explain the difference between looking out and looking at that. We already have an issue with waste, with water, pollution, noise, air pollution. The poofs of the wonderful Universal when they let off all of that smoke, how they ever got that passed, they can only do it three times a day, I understand, or per show. You know, there's all of these little things.

You know, the coming from Forest Lawn up to Craig Drive, which is right across from the Oakwood Apartments, sometimes is a 15- to 20-minute drive. I mean that's insane. So traffic will be beyond belief at this point. There will be no access. It's just endless.

I'm all for Universal Studios to become even a larger studio within its studio, but I certainly do not want an amusement park looking -- I do not want to have my whole back that once was a beautiful or

hopefully still might be a beautiful area where there were actually deer. Deer. Imagine, I could go out and look at deer. Rabbits, they don't exist any more. They are not there. I wonder why? The coyotes are going. I wonder why. There's no land left. We live on a mountain top in the middle of a city surrounded by freeways. Surrounded. Surrounded. It's very sad. There's nothing left. There's no where to go. And if you start -- well, you can't actually fool around with Griffith Park because it's really not allowed. But then again I suppose a lot of money does allow for a lot of different things. It's too bad.

I do agree with Ms. Michaels who was very good in putting her thoughts together. And yes, I'm for improvement but not at the expense of life. It's that simple. You know, we have to stop somewhere. Greed has to stop somewhere; has to. Simple as that.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

CONNIE ELLIOT: Connie Elliot, E-L-L-I-O-T.

I'm a resident of the Island neighborhood just across Lankershim, and I also serve as director of the Community United for Smart Growth, a nonprofit

organization comprised of community leaders of a neighborhood surrounding Universal Studios.

To a layperson such as me, the large document is difficult to read and understand in its entirety. I notice the group that wrote the document had the same problems. There are many inaccuracies and mistakes that will be pointed out in writing by the various communities involved.

I ask that the two planning divisions not take the word of the Evolution Plan document in any section. Explore for yourself the various boundaries, traffic flows and impacts.

For my neighborhood, the Island neighborhood, the Plan calls for the yet unreleased from city planning Metro-Universal Plan a buffer, a buffer that's not there. A buffer that will be a further irritant and traffic generator, not a buffer.

To add insult to the MTA's unbuilt tunnel under Lankershim, the Evolution Plan has the bicycle path exiting their property at the main entrance on Lankershim. At a recent meeting, a resident of Toluca Lake confided in me that adding the bicyclist to the MTA pedestrians sounded like a population control plan as they all hit the traffic at once.

PAUL McCARTHY: Thank you very much.

Next five speakers.

DEBBIE LAWRENCE: Arthur Howard, Edith Anderson.

PAUL McCARTHY: Mr. Howard, please go to the podium.

DEBBIE LAWRENCE: Peter Creamer, Karen Egidio and Marcello Orozco.

PAUL McCARTHY: Please proceed, sir.

ARTHUR HOWARD: My name is Arthur Howard.

PAUL McCARTHY: Please speak into the microphone.

ARTHUR HOWARD: My name is Arthur Howard, H-O-W-A-R-D.

I'm a resident of Studio City and active in the Studio City Residents Association and I also serve as the director of Communities United for Smart Growth.

The proposed development is completely inappropriate for this location. Normally, proposed projects are for land that is served by a series of streets in north/south and east/west directions. This land has no such infrastructure of streets to support travel to and from the site. The main route to this property is the 101 Freeway which is already overcrowded, especially at peak traffic hours. There is no way the developers could provide adequate

access to their site without overloading the already inadequate existing infrastructure.

The DEIR says some traffic blockages are unmitigatable. What is mitigatable is allowing the proposed massive additions to the property and to destroy traffic and travel throughout the San Fernando Valley. To achieve this end, a reduced size project would be made to a necessity, eliminating the 2,937 dwelling units and concentrate on the film, studio and television business additions.

The promised traffic mitigation measures must be in place before any construction starts. There is a very real chance that some of the promised measures would never be completed.

For instance, in the developer's brochure, it states, quote, "Assist in unlocking more than 200 million dollars in potential transportation funding to the Valley," end quote. In our current economic time, is this a realistic statement?

Thank you.

PAUL McCARTHY: Thank you.

Next speaker. Please come forward, state your name and spell your last name.

PETER CREAMER: Gentlemen, my name is Peter Creamer, and I'm a resident of Sherman Oaks. My

address is 13214 Moorpark Street. I'm a licensed architect in the State of California, and I have a private practice consisting of my own architectural firm here in the Valley for the past 14 years.

First I would like to extend my congratulations to the City and the County of Los Angeles for working together to produce an extensive Draft Environmental Impact Report relating to the NBC Universal Studios project. Considering it came from a group of city planners, it didn't work out too badly at all.

The project is good news for the City and the County, and it details a way to keep our region and the entertainment industry capital of the world. More importantly, it will create thousands of jobs in the industry of California.

As an architect, I've worked on large projects before, and I must say that this project looks extremely proficient, well designed and professionally thought out.

Now that the draft EIR has been released, I hope the project will move forward through the review process in a timely manner. We need to create jobs and get people working. This project will be a major boon for the economic development of this region.

And I thank you all very much.

PAUL McCARTHY: And we thank you.

Next speaker.

KAREN EGIDIO: Hi, my name is Karen Egidio, E-G-I-D-I-O.

I live in North Hollywood at 10736 Magnolia Boulevard. I've lived in the Valley for 10 years. I've lived in Los Angeles for 15. I moved out here to be in show business. When I moved out here, run away productions ran away. Okay? Very little work is out here for actors.

The other thing is apartments. When I drive to work, I see empty apartments. People aren't moving to California any more to get jobs in sitcoms and television and film because there's very little. They're scared because it's all over the news the state's broke, there's no jobs, people are laying off. You can see there's million of empty apartments. We need this project. We need 43,000 jobs. We need tourism coming back and coming back, and we need the money. The state of the state is as bad as Massachusetts. I can't go back there, they are broke, too. You know, so I would rather be out here and broke, at least the weather is nicer.

So I just want to say that I'm all for this.

I think the draft environmental impact program, I welcome it. And if there's going to be so much money coming in, why can't it help the neighboring cities and the pipes and the electric and the water and the gas and the other concerns. If we're going to be that much benefited by all of this income that's going to come in, because we got to do something because sitting here, we ain't doing nothing. So we better move forward on this project, and I'm all for it.

Thank you very much.

PAUL McCARTHY: Thank you.

Next speaker. Next speaker, please come forward.

MARCELLO OROZCO: Hi, Marcello Orozco, address 11104 Weddington Street, North Hollywood.

First I would like to say --

PAUL McCARTHY: Spell your last name.

MARCELLO OROZCO: O-R-O-Z-C-O.

PAUL McCARTHY: Thank you.

MARCELLO OROZCO: First I would like to say what a great job that was done preparing the Draft Environmental Impact Report. What an undertaking that must have been.

Also I would look to encourage the City and

County Planning Department to facilitate a professional and final document so that this project can be reviewed and hopefully approved by the various elected officials.

This project will provide a major economic stimulus to Los Angeles and, in fact, to all of Southern California with creation of thousands of new jobs. It will also keep L.A. the premier film and TV production center of the world and will strengthen the region as a tourism destination for visitors from all over the world. Entertainment and tourism are the key to jobs creation in Los Angeles. That's why NBC Universal plan is so very important.

Thank you.

PAUL McCARTHY: Thank you very much. Please take a seat.

And we'll call the next five names.

Again the first person called, please come directly to the podium and the others can take a seat here.

DEBBIE LAWRENCE: Farhad Marandi, Julie Freid, Jeanne Clark, Jim Nelson and Tom Gutierrez. Farhad Marandi.

PAUL McCARTHY: Is he here? Okay.

The second person, please come forward and

speak. The second name.

DEBBIE LAWRENCE: Julie Freid.

PAUL McCARTHY: Please step up and speak.

JULIE FREID: Speak on that one?

PAUL McCARTHY: No, no, this podium.

JULIE FREID: Didn't somebody come and speak with you that I can't see over that?

DEBBIE LAWRENCE: They did. Here, you can do this.

JULIE FREID: Hi, my name is Julie Freid, last name F-R-E-I-D.

I'm all for the Evolution Plan. Although there's a lot of technical information that is a little hard for me to understand and I don't want to claim that I know everything, but I think that creating new stuff, you know, is a great lesson, you know, to trust and everything will work out.

I just think that there's a lot of great opportunities. And as a job seeker now who has been unemployed for over two years, I think the possibility of getting things back on track, you know, for everyone I think is kind of a nice thing. I know there's a lot of stuff in the neighborhood who have concerns. I think things can be worked out. You know, I would like to really see this project,

you know, advance so there's new programs and new jobs and new hope for the community.

Thank you. That's it.

PAUL McCARTHY: Thank you.

Next speaker. Please come forward.

Very well, we'll take that. Give us your name and please spell the last name.

JEANNE CLARK: My name is Jeanne Clark, C-L-A-R-K. I live at 6040 Rodgerton Drive. I'm a neighboring resident and also board member with the Hollywoodland Homeowners Association.

Today I just wanted to make a brief comment about one of the major concerns we have in our neighborhood and that is the significant negative impacts the project will have on the freeways and the neighboring roads, some of which are already over capacity.

We're also concerned with the potential cumulative impact on transportation this project will have when combined with the proposed project for the Universal MTA site.

Regarding the section on neighborhood intrusion impacts, the HHA believes that there may have been an oversight in looking at some of the neighborhoods. Today in Beachwood Canyon,

Hollywoodland and Lake Hollywood, our neighbors already experience cut-through traffic going to the Knolls, North Hollywood and Burbank, especially when there's congestion on the 101 and on Barham.

The map that I handed out shows the alternate route that the cut-through traffic is taking.

The potential for increased congestion on the 101 and Barham due to the project has been outlined in the DEIR. There is no doubt this congestion will divert additional traffic through our communities.

As one of the previous speakers stated, it is critical that traffic mitigation efforts be put in place before the start of the project or at least that the funding's secured and the plans are formalized.

At the very least, we request that Hollywoodland be added as a potential neighborhood intrusion location.

Thank you very much.

PAUL McCARTHY: Thank you.

Next speaker, please come forward.

JIM NELSON: Jim Nelson, N-E-L-S-O-N.

Today I speak for Laurel Canyon Association,

which is also an impacted neighborhood from the traffic congestion into Barham Pass. Laurel Canyon Boulevard has become a major cut through from the Valley to the City.

When I moved into Laurel Canyon 30 years ago, there were about 30,000 car trips a day on Laurel Canyon Boulevard. Today there's between 80- to 85,000 car trips a day on a two-lane street that serves as a cut through for people avoiding the congestion in Barham Pass which brings me to Universal.

When we talk about the DEIR, it seems to me that there's a piece of it missing which is referred to in the DIR at the Metro-Universal project which is directly to the west of it on the other side of Lankershim Boulevard. I believe that that's a major lack of transparency to what's going on here in terms of the cumulative impacts. And I believe that the DIR should include the DIR for the Metro-Universal project.

PAUL McCARTHY: Continue, sir.

JIM NELSON: It's not my fault.

The second thing is when you talk about the impacts being unmitigatable, that you are talking about perhaps things that can be done in the usual

scope of things. Well, this is an unusual scope of project, and perhaps it needs unusual responses.

When we watched Disney build the Disney Resort down in Orange County, they built elevated HOV lanes. They widened the 5 Freeway. They did things that actually made the traffic better than worse. And I think that we need to see an entire new look taken at what the mitigations are that are going to be done, and they have to be looked at in terms of the regional traffics because this is a regional problem, and Universal is right in the middle of it.

PAUL McCARTHY: Thank you.

We will call the next five names.

DEBBIE LAWRENCE: George Bekeffy, Mary Lehr, Mary, Lou Jean Young or is it Lou Mary Jean Young, Yervant O'Hannessian and Richard Carr.

PAUL McCARTHY: Okay. Sir, please proceed.

TOM GUTIERREZ: My name is Tom Gutierrez, G-U-T-I-E-R-R-E-Z. I represent the International Association of Insulators and Asbestos Workers, part of the 140,000 that fit part of the puzzle in that 140,000 in the building trades.

I was asked today to come and speak on behalf of this project, and we the insulators believe that it is a good project for all workers, especially

the ones that call us time after time. We've had to deploy our workers, as well as the other building trades, out of state. We have workers that are working in Canada right now because there's no work here. These residents call us -- called me today and say, Tom, come and speak on our behalf. Bring us home. This program or this plan is going to bring these people home, get them to work and let them stay home.

The other thing, I'm also a veteran. And now that they are releasing a lot of veterans that are coming home, and we need to have jobs for them to come home to and go to work.

So I ask you wholeheartedly to please support this plan. Everything else can be worked out. Out of the 30-some-odd years that I've worked in the building trades, there's ways to work this out. Although I respect where the residents are coming from, but also there's residents that are working out of town that need to come home and go to work.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

GEORGE BEKEFFY: Hello. My name is George

Bekeffy, B, as in boy, -e, as in Edward, -k-e-f, as in Frank, -f, as in Frank, -y. My address 11910 Weddington Street in Valley Village.

I'm here before you to comment briefly on the draft EIR for the NBC Universal project.

Universal Studios, the theme park on City Walk have been an economic boost to the region and a major tourism draw for decades now. In order to remain a thriving economic driver and continue to provide thousands of jobs, the company has to keep (inaudible) its business with new facilities, new theme park attractions and enhancement to City Walk.

This draft EIR shows that NBC Universal is committed to making a huge investment in the business and, therefore, to Los Angeles and will do so in a way that's sensitive to community concerns. This is a great project at a time when investment in Los Angeles is sorely needed.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

LOU YOUNG: Hello. My name is Lou Young, Y-O-U-N-G. I live on Denny Avenue in North Hollywood where we have lived for over 40 years.

With regards to the draft EIR, I'm impressed

by the transportation improvements that are proposed. I was particularly pleased to learn about the various Ride Share and carpool programs that will be employed to minimize traffic impacts. I also understand that improvements were made to the heavily traveled Barham Boulevard and then a new public north/south road will be constructed through Universal's property to provide an alternative to Barham Boulevard, an outstanding idea.

The new shuttles to Hollywood, Burbank and West Hollywood are also a great idea and a service I believe many in the community would love to use. I hope these will be made available to the public.

All in all, there are some transportation ideas to address and improve traffic in the Universal plan, and I am all for their implementation.

In the bottom line from my personal standpoint, is when I bought my property 40 years ago next to property owned by someone else, I had to have some inkling that 10, 20, 30 years that property might look a little bit different than what it did when I bought it.

Thank you all and Merry Christmas.

PAUL McCARTHY: Thank you.

Next speaker.

RICHARD CARR: My name is Richard Carr, C-A-R-R, and I live at 3331 Blair Drive, and that's in the Hollywood Manor, and I've lived there for 30 years.

I would like to call attention to the Planning Commission a plan that was from a CUP that now regulates the area where the residences are going to go in the back lot of Universal.

PAUL McCARTHY: Did you want to put it on the easel?

RICHARD CARR: I think of a draft EIR as addressing quality of life and trying to look at details before they become problematic.

In looking at this proposal, I noticed that there were some local details that pertained to the Hollywood Manor that I think the Planning Commission should take a look at. And one of the reasons for that chart is that it shows the reduction in open space behind the homes. From what was decided by Universal and the Hollywood Knolls Community Club Negotiating Committee, of which I was the chairman at the time, we decided that was what was necessary to buffer the impacts of the activities going on at Universal.

At present, behind my home, which has a back fence which is Universal's back fence, there is no

open space designation. It is the only home in which there is not an open space designation in the present plan, and I don't know why that is. I would like to find out.

I would also like to call your attention to trees, fully matured trees that were put on the berm in order to screen the activities in the parking lot, parking garages and other things on Universal. Those trees have been in place now for 13 years, and my understanding is they are going to be destroyed. And I would certainly hope that the Planning Commission looks at having those trees transplanted within the plan.

And also the berm itself, which presently it's been said that the berm can be moved without a significant impact to the Hollywood Manor impacted homes, which are a small number but they are representative of something here. The berm itself reduced the freeway noise five decibels in 1992 when it was put in place, as I recall. The DEIR says that there will be no impact by removing the berm. I don't know how that's really possible to be truthful since one measure is an after-the-fact measure and the other is a projected measure.

So what I would like to suggest is that

there are local details that are getting lost in the complexity of this plan, and it's a massive plan, and I hope that the commission will think about some way of addressing local issues more precisely, namely topics, maybe communities because people who live in the areas for a long time often know things that the plan itself doesn't make clear, and it would be useful for those details to be known.

Secondly, just very quickly, the sound qualities in that back lot have a particular reflective quality, and I think that any residence put in there may feel a lot of density problems because of the sound issues.

Thank you.

PAUL McCARTHY: Thank you, Mr. Carr.

And we'll call the next five names.

DEBBIE LAWRENCE: Councilman Tom LaBonge, Martha Carr, Roberto Lopez, Jon Hartmann and Deborah Neathery.

PAUL McCARTHY: And Councilman, you may proceed.

COUNCILMAN LaBONGE: Thank you very much.

Good evening. I'm honored to represent the City of Los Angeles. I'm councilman of the 4th District. I'm honored to represent the people throughout the District and the City as we address

this very major issue.

For the City of Los Angeles, this public comment meeting is unusual inasmuch as the development falls both between the City and County jurisdictions. This meeting is part of the Los Angeles County entitlement process.

As you know, I have asked the Planning Department of Los Angeles to extend the comment period from 30 days to 90 days. That period will end on February 4th. We want maximum comment on this very, very important project.

The real debate on this project starts now, and I hope that everyone has an opportunity to respond to the draft EIR report. All of the comments that were received, written and verbal, must be responded to in the final EIR. If we're going to be successful, and I want Universal to be very successful, we must have this full process to get everyone's comment in order to do the right thing.

As you know, the main issue is traffic; and I would have been here earlier but the Hollywood Freeway, the Hollywood Freeway -- this is real important. The Hollywood Freeway at Lankershim goes from five lanes to four at a pitch point, and that must be addressed. And the gentleman who spoke

earlier who talked about Disney, I want to work with Universal and work with the State Department of Highways to identify funding to get this freeway improved as it should have been long ago.

The Hollywood Freeway was designed by Merrill Butler, a city engineer, by the City of Los Angeles. All of the way out, these beautiful bridges that you all love in your neighborhood, we want to alter a few so you can get home earlier, too. And the Barham Bridge is one that is long overdue to be altered. It does not have the capacity to allow it to flow. Just like our bodies and our arteries, we have arteries that are around here, and the only two arteries are basically Barham and Lankershim. That gives a challenge that both you, the professionals of the planning and the professionals of transportation must address it very, very importantly.

The San Fernando is 1.6 million people, but there's only seven gateways. The gateway right here, the 101 to the San Fernando Valley at Cahuenga Pass; the Sepulveda Pass; the Santa Susana Pass is the 118; West Valley, 101; Sepulveda, as I mentioned, is the 405; the 5 and the Grapevine where Mulholland made his greatest speech, there it's taken as the water came from Owens Valley to spur this city at the same

time that this studio first started operating nearly 100 years ago; and then on the East San Fernando Valley, the 210, the 5 northbound or the 134/5 split. That's very few access points.

In the central part of Los Angeles where the system and the streets is a grid, it has a better opportunity to make sure that you have traffic flow. So we must address the traffic issues and those improvements before any development is in place for a certificate of occupancy at issues as it relates to.

And I'm proud to also represent Oakwood, which is about 1,100 residents and also Park La Brea which is 10,000. But Park La Brea has a grid system and has a Wilshire bus system of 4,000 buses a day that's able to help the greater Park La Brea area.

What we do here we must do it right. I'm a little concerned about the intensity of nearly 3,000 units and I'm a little concerned that some of the intensity of the development may impede what is the most important word in, I believe, Universal. It's called action when they roll the cameras. I don't want to see over development that impedes the film industry. I want to see a balance. Okay.

And I say that -- before you all clap, I may be able to appreciate more development on the MTA

site as it relates to housing as opposed to in the back lot where people may call us and say, hey, Tom, they are shooting a movie, and I'm tired of them shooting a movie. I want them to shoot a lot of movies, but I want to make sure there's a balance between the neighborhood and the community as we go forward.

I did want to also mention in the great work that was done by the Disney Corporation in partnership with the County of Orange and the Transportation Commission to improve the 5 corridor, I know there was some projects earlier with a Universal drop ramp, but they weren't complete. They should be completed and done in a way that will really improve the accessibility.

I also believe in the bikeway. I'm a great believer in the history of Los Angeles, and the Los Angeles River connects us. But the bikeway which comes north, and I have ridden, it should continue along the river. There should be security and separation between the studio, but the county engineer's easement should be exercised in agreement with the City to allow the bikeway to move west and then bridge up to Cahuenga and then go further west all of the way to Sepulveda and all of the way to

where the Bell and Calabasas Creek comes together where the headworks of the Los Angeles River are. Very important.

So in closing, I just want to mention pinch points, real clear: Barham, I believe in trees and I believe in grass, green grass. But I think where appropriate, Barham should be widened to allow the flow better into the intersection where appropriate on that setback there. I want to make sure we address the issues of local schools. Valley View is a half a postage stamp on the west side near Mulholland and Woodrow Wilson. If we bring in these new units, how do the public schools handle that? I want to make sure the power -- and I would truly like all of the power to be under the Department of Water and Power. No offense to my friends of Edison. But that would remove the high tension wires on Vineland that traipse through the neighborhood. Why not work with DWP that surrounds it, and we could lessen the blight of what overhead power sometimes has.

But those things are there, and I want to work with people. I want jobs. I want the right development. This is a built urban environment. The homes above were built from the '30s through the '60s. We got to respect that, but at the same time

we got to balance it out. And I'm looking for you as professionals, because this is the start and there will be more comments that will be made and analyzed so you can make the best decision as we go forward. I want jobs but I want the right jobs. I want to make sure that there's compatibility here because these communities are very important.

And lastly, I want all of the bright lights down City Walk, but I don't want a light district that affects the Hollywood Freeway, that would affect the change in what is the pattern. Often that is a distraction to the safety of the drivers and also it does affect -- it bounces off into the canyons. It does affect those who have lived here.

I think we can do it right if we all work together.

I did want to ask, how many people were here in the '90s at the last go-round if they want to stand or wave their hand. A lot of people are here. And I think the people want to do it right. They don't want to see it done wrong. Those who want to see nothing, you are not going to see that. We want to get the right thing done. So whether it's Terry Anderson or whether it's Marian Dodge or whether it's Cathy Davis or anybody. Terry Davis or Guy

Weddington. We want to do it right for all of us in the future, for Universal, for the community and for the County and City of Los Angeles.

Thank you very much.

PAUL McCARTHY: Thank you, Councilman.

The next speaker.

MARTHA CARR: My name Martha Carr, C-A-R-R. I also live at 3331 Blair Drive in the Hollywood Manor. My house joins Universal Studios, as I live with Richard Carr, and we have the house right on the most impacted corner with the least mitigations.

A couple things I want to say. First of all, I feel like I'm a little bit in Rashomon here because depending on everyone's point of view, the scope of this project looks very different. And I think there has to be smart development here that can accommodate the studio development, getting people back to work and yet respecting the neighborhood and especially the one most closely impacted which is the Manor.

If you look there, there are only about 200 homes in that white section and you are talking about close to 2500 residences going in behind us which then multiplies to about 5,000 cars if you only have two cars in every home. So this is a huge

increase in population. And Barham is completely gridlocked at certain times of day and it's the only way in and out of the Manor. So it's extremely important that this be taken into account.

I do think that especially the residences have to be scaled down. This green open space that is behind our home which now is a buffer zone for us according to the CUP with the fully matured trees does block the view of the studios. If you put in this new road and you take down that berm, the impact in the Manor is incredibly significant because the noise from that street will be heard, the pollution, everything will change. The views, even the reflections from the buildings.

Right now I look at a beautiful park-like area and I'm looking forward to looking at a Park La Brea tower right behind my home, which is not an insignificant impact in the quality of life in the Manor.

We talked about production, so why take away the only open space which is right behind my house. I love going down and watching Steven Spielberg film Indiana Jones, which he did last year. There have been films back there being made almost every month for the last year. And it's fine, it's a disturbance

I don't mind because it's temporary and they are very respectful to the neighbors.

I also think it's important to note that even though they have trees and landscaping along the border of the Manor, that the DWP comes and chops down the trees every year because of the power lines that run there. So those trees are never going to grow high enough to screen anything unless they are set far enough away from our homes that they can grow to maturity and create some kind of view block.

I think there's just so many details because of the scope of the project that haven't been taken into account that we have to slow this down and look at it piece by piece as others have suggested.

There are also no photographs in the DEIR of the eastern end of the Manor. There's just two photographs showing impacts, and they are not really representative of what is going to change.

So thank you very much.

PAUL McCARTHY: Thank you.

Next speaker.

JONATHAN HARTMANN: My name is Jonathan Hartmann, H-A-R-T-M-A-N-N.

I would have hoped that this corporation which has changed hands many times as an investment

opportunity would have been more honest with the residents in the area. The portfolio that we were handed says jobs, jobs, jobs. And it wouldn't be so appealing if it had said profits, profits or greed, greed. I'm sure we're all here in favor of jobs and that's a very abstract term.

Let me just say one thing about levels of honesty that were not met. Number one, when the audio tests were made where Blair Drive has that 40-degree angle, the rides were shut down, so I did a video of that just to show that there was, in fact, no noise while that was being done. So that's a complete error.

The other problem is, as everyone has mentioned, traffic. I drive my children to school and come up Barham, which would be southbound, about 8:00 o'clock in the morning, and I can walk faster up that hill than the cars go. So by all means, let's definitely add a few more thousand cars there.

And there's still some green space left in Universal so as Joanie Mitchell suggested, let's quickly get rid of that because we need more density. We need more cars on the road. We need dirtier air. So I want to say congratulations on this project. Let's do it.

PAUL McCARTHY: Thank you.

Next speaker.

ROBERTO LOPEZ: Roberto Lopez, L-O-P-E-Z. I live here in Los Angeles and my motives are mostly selfish because as an unemployed ironworker, it would put a lot of people, my brother and I, to work like myself, other people, other crafts. And also help out in the film industry and also keep the money and keep the revenue in this town. So that's why I'm for this project.

So thank you.

PAUL McCARTHY: Thank you very much.

Next speaker.

DEBRA NAETHERY: Hi, my name is Debra N-A-E-T-H-E-R-Y. My address is 4820 Cleon Avenue, North Hollywood. I've lived in the same residence for 30 years and am happily a neighbor of Universal.

I'm here to speak very briefly on the NBC Universal draft environmental report. Although the draft EIR specifically documents all sorts of potential impacts, the key information is simple. I feel this project has been planned with a balance of uses that are clearly designed to maximize its numerous benefits and minimize the negative results.

If you take a look at how well the project's

residential plan works with the creation of so many new jobs and how both are connected to public transit and transportation management programs, it is obvious that this plan is a prime example of smart growth because it has so many community elements in one locale. This project is designed to create a cohesive community that is less dependent on cars.

I hope this plan will be approved because it sends a powerful message that Los Angeles, City and County, are ready to take the lead in developing an environmentally balanced community that has the potential to spawn the creation of many more smart projects throughout our city and state.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

BILLY SNOW: Hi, my name Billy Snow. I live --

PAUL McCARTHY: Can you spell your last name.

BILLY SNOW: S-N-O-W.

PAUL McCARTHY: Thank you.

You are not on the list? You haven't been called yet.

BILLY SNOW: Okay. I thought I was called.

PAUL McCARTHY: We'll call five more names. Please take a seat.

DEBBIE LAWRENCE: Stephen Stone, Guy McCreary, John Walker, Dr. George Patterson and Rita Villa.

PAUL McCARTHY: Mr. Stone.

STEVE STONE: I'm Steve Stone, S-T-O-N-E. I've lived in the Manor for 24 years. I was on the committee with Dick Carr for seven years. I know how it is to work with Universal under amenable circumstances. However, I've also seen several owners come through Universal, so my one question is, what is Comcast's position on -- what is their commitment to this plan as the new owner of Universal? We go through these discussions, they have all of these reports, we spend lots of money and then they sell the property and the project fades away.

So my main question is what would be Mr. Comcast, whatever his name is, what is his position and the board of directors for this project?

I'll also say, as a footnote, on the residences that are being built under my home, along with Dick Carr's, I don't think we should sell ourselves short for a few jobs. And I'm sorry about the people who are unemployed and working in another country like Canada, like they're at war. I think that we have to preserve our environment. There's no

way to make this traffic situation work. There's no room in this canyon, in the Cahuenga Pass, at Barham to make it work or they would have done it already before we add 3,000 residences in this lot.

And thank you very much.

PAUL McCARTHY: Thank you, sir.

The next speaker.

GUY WEDDINGTON: Mr. Chairman, I'm Guy Weddington McCreary.

PAUL McCARTHY: Please spell your last name.

THE WITNESS: M-c, capital C-R-E-A-R-Y, McCreary.

I'm here for Universal City North Hollywood Chamber of Commerce speaking for the present president who could not be here at the last minute.

Of course the Chamber has been here a long time. I've been involved 40 years in the Chamber of Commerce and the family's been involved for a century.

So we're here today to watch this great development take place in the future of this Valley and Los Angeles. We think a round of applause is due to the professionals from City and County who oversaw the preparation of the Draft Environment Impact Report on proposal of NBC Universal Evolution Plan

which we're here for today.

The document, of course, contains a thorough and detailed analysis of any number of important issue areas from transportation, which has been talked about, land use and aesthetics and many other areas.

As a Chamber of Commerce focused on economic development, mitigation and stimulus, we are particularly pleased with the thousands of jobs and millions in new tax revenues generated by this project. Just think, this project means about 43,000 new jobs and 3 billion dollars spent in the Los Angeles area. It's mind boggling. This will bring in new tax revenues to City and County and a commitment to the entertainment and tourism industries of Los Angeles. In fact, many other areas, too, all of which can help lift the region out of the present problems we have and weakened economy.

The Chamber is on record in full support of this critically and outstanding important project which is on the east side of Lankershim Boulevard. And we call for you and all decision makers to join us in support of the project.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

JOHN WALKER: Hello, my name is John Walker, W-A-L-K-E-R. I'm the president of the Studio City Neighborhood Council.

The overriding concern of the Studio City Neighborhood Council are the listed 64 potentially significant negative impacts. The initial study checklist signed by Jon Foreman, city planner, concludes that the project, one, has the potential to degrade the quality of the environment; two, has effects that are considerable when viewed in connection with the effects of past projects, the effects of current projects and the effects of probable future projects; three, threatens to eliminate plant and animal communities and eliminate important examples of major periods of California history; and four, has environmental effects which cause substantial adverse effects on human beings.

Continually in this DEIR reference is made to the proposed Metro-Universal project, Project 65, and the sharing of the benefits from the mitigations proposed as a result of that development. Unfortunately, none of those mitigation measures will even be constructed until Phase II of that project. Project 65 is currently stalled in its final EIR and

has not yet been released.

The Universal Evolution Plan DEIR improperly describes the Studio City area, improperly describes the type of developments within Studio City and, therefore, statements made within that DEIR the proposed project would have a less than significant physical land use impact with respect to Studio City is not correct. The Studio City area described within the DEIR improperly shows traffic mitigation or the lack thereof due to the error in the definition of Studio City. The DEIR must be revised to incorporate and reflect the actual impacts of Studio City.

In the introduction and summary section of the DEIR alone, there are 60 references to the proposed Metro-Universal project. The cumulative effects of the Metro-Universal project are so great that evaluation of the project separately is not appropriate. The Studio City Neighborhood Council believes that the only way to properly analyze their impact on the environment and on our community is to impose -- is to combine both projects into one DEIR so we can all fully understand the impacts.

Thank you.

PAUL McCARTHY: Thank you.

Next speaker.

GEORGE PATTERSON: I'm Dr. George Patterson. I live at 4554 Aukland Avenue. That's P-A-T-T-E-R-S-O-N. I've lived in the Toluca Lake area for 30 years. I recognize some of my neighbors. Thank you all for coming out.

I was a community organizer which helped, along with Sol Ajalat and his wife Lily and Greg Wellen to get the sound wall up through Toluca Lake. There's been a lot of discussion about the 101 Freeway, but nobody's mentioned the 134.

We live in tremendous traffic. My son was hit on his bicycle many years ago from the exit at Cahuenga; could have been killed. My wife's been in three accidents, not at her fault, but from people getting off the freeway trying to get across Cahuenga or trying to turn right on Cahuenga due to the traffic.

What's happened is that water seeks its own level and traffic finds its own faster way. We have hit a gridlock already before this project has been built. It's almost impossible to cross Toluca Lake -- or Cahuenga Avenue due to the increased traffic already that has happened in our area. My concern is you are adding almost 3,000 residences.

You're building -- they are adding 2.1 million square feet, and the number of cars alone that are coming into that area with the few cars that are available, the space is available in the streets now. It's incredible as a gridlock.

So what happens is the community that we came to live in and enjoy walking in the morning with our dogs has now become a traffic nightmare, even in our residential areas. It's not safe to walk. My dog, my Sheltie, was killed just trying to walk. And don't dare go out unless you have reflective clothing.

What's happened is the quality of life for those of us that live here has been substantially impacted. Now I'm sitting here already with pollution and we all live and breathe this air. I've now lost a third of my lungs due to a lung disease. I live in Southern California. I've had a survivor from pancreatic cancer. I don't drink or smoke. I live in the pollution of Southern California, and we're going to add less than seven-tenths of a mile from my home all of these residences and all of this stuff.

I came here as an entertainer. I fully support the success of the entertainment industry.

I'm happy that we're going to do something great and I know that something will happen. But like Councilman LaBonge said, I think we have to do it smart. If those of you old enough to remember the shock when Sputnik happened and America was left behind, I think we can get together as a community, put everybody to work and build this great project. But let's be smart about it and let's get the structure around the project such as the transportation and the green spaces. If we take away green, let's make sure we put the green back. And let's not just take away the berms. I have complete sympathy for that. We as a country and we as a community can work together. And I think that if we look at the air quality and the psychological impact and the stress that's involved, put enough rats together in a cage and what do they do, they eat each other. That's a fact.

So I ask your results to please take in account and plan for the traffic and the congestion.

PAUL McCARTHY: Thank you, sir.

GEORGE PATTERSON: Thank you very much.

PAUL McCARTHY: Call the next five names.

Thank you.

The next speaker.

RITA VILLA: I'm Rita Villa, V-I-L-L-A, resident of Studio City.

The DEIR and the specific plans within it indicate that this area is an urban area and it is not an urban area. Nineteen-story residential buildings are not consistent with what exists here right now.

The current specific plans are not respected by this new proposed DEIR and the new proposed specific plans. The commercial tax base -- the annexation of portions of the city into the county and the detachment of certain portions of the county to be put into the city results in the fact that most of the commercial development ends up in the county and the residential development ends up in the city.

Well, the commercial development has the tax base that comes directly from it but the residential development tax base is from residential property taxes and those taxes go to the county and then Sacramento and only indirectly end up back in our area. They're not directly under the control of the city; yet the city is going to have to provide all of the resources, fire, tax -- fire, police, schools, utilities and infrastructure for these residences.

The DEIR is resplendent with statements

indicating that the project's mitigations are going to be shared with the Metro-Universal project. I agree with the letter that was in the DEIR that was submitted by the City of Burbank that says that this project's DEIR should be combined with the DEIR of the Metro-Universal project.

Additionally, this project site is really landlocked and the traffic mitigations that are proposed are not adequate. Further, its infrastructure impacts can also not be adequately mitigated. Therefore, I just simply say to you that although I agree that development needs to take place and jobs need to come to our community, the project is simply too large for this location.

Thank you.

PAUL McCARTHY: Thank you.

DEBBIE LAWRENCE: Ronald Taylor, Marc Krvpa, K-R-V-P-A.

PAUL McCARTHY: Mr. Taylor, come up to the podium.

DEBBIE LAWRENCE: Scott Shuster, Chad Wilson and Richard Ventura.

PAUL McCARTHY: You may proceed, sir.

RONALD TAYLOR: Thank you, sir. I'm Ronald Taylor, T-A-Y-L-O-R. I'm a resident of

Studio City.

I really hope that the city and county will not take lightly the very large number of unavoidable impacts cited in the DEIR. I was very happy to hear Councilman Tom LaBonge because unfortunately it is too often in the nature of the government in the United States today to be more sympathetic and more open to the concerns of corporations than they are to average citizens. Perhaps that will not be the case on this project or I should say as was I think more eloquently pointed out with the last set of speakers these projects, because Evolution and Metro should be linked, the overall impact should be looked at cumulatively.

Maybe there's hope that it won't happen in this situation; because if I read the DEIR correctly and as the previous speaker pointed out, it's kind of difficult to read for lay people like us. Many of those mitigations that are called for are supposed to be funded publicly, city, county and state funding.

Well, as we all know and I think our distinguished panel knows better than anyone our city and our state at least don't have any money. We're out of money and that would be true for the county too; so how are the taxpayers supposed to pay for the

widening of Lankershim Avenue so that Universal can have this massive new project? Are we going to fire more police officers? Are we going to close more libraries and parks? Are we going to cut more healthcare? Obviously, you can see a great controversy looming on that question.

I'd like to address one of the issues that continues to come up among those who are in favor of the project and that's the prospect of a massive numbers of new jobs. Let me break it down into three categories.

First of all, the construction jobs. I really respect the trade people that are here, you know, seeking a solid two or three years of work. I'm currently out of work myself; so no one has to explain to me the importance of employment. I would say this, I don't feel that two or three years of work for certainly key members of our society balances the lasting unavoidable impacts that will negatively impact these communities for years and possibly generations to come. I just don't think that's an acceptable balance.

Let me address the second category, the prospect of showbiz jobs and keeping industry here. I'm a 37-year television professional, primarily as a

studio and network executive. I have seen runaway production from the inside and I can tell you that no productions leave Los Angeles because of a lack of studio space or because of a lack of professional employees and professional craftspeople to make these shows.

And I urge somebody whoever is in the proper purview whether it's you or it's the council staff or whatever to interview the heads of production of all the major studios of television and features, with the exception of Universal because their head of production would be a terrible conflict of interest. They will confirm what I'm telling you, building more studios will not create more jobs.

Finally, just a last note. The lasting jobs when the whole thing is done and we have lots of retail, yeah, minimum-wage retail and, you know, minimum-wage restaurant jobs maybe that's the best America can do these days but it's not a reason to get excited.

Thank you.

PAUL McCARTHY: Thank you, sir.

RICHARD VENTURA: I'm Richard Ventura. I think there's nobody else here; so I was number five.

PAUL McCARTHY: Oh, go ahead.

RICHARD VENTURA: Richard Ventura. I can't believe you don't how to spell it but it's V-E-N-T-U-R-A. I live at 6353 South Buena Avenue in North Hollywood but I've lived in the Burbank/North Hollywood area most of my life.

You know, I was really excited when I got that flier. The first thing I thought of was the Promenade, I thought of Old Town Pasadena, Americana. I saw what it did to the neighborhood, the property value. I didn't want to think, you know, money, money, money. I thought about the jobs but a lot of good points were brought up on both sides.

The jobs are temporary. They're gone and the residents are left to deal with what's left. You could open up a brothel and bring jobs. I don't believe in jobs at any cost.

But I believe the plan is doable. I believe there could be a balance between the communities, people who are long-term residents and preserve the quality of life they've earned all these years.

And it seems like from the initial observation that the younger people are all for this but the older people are a little skittish and I could see why. Because the brunt of this will be borne by this generation; so your children, your

grandchildren are going to walk right into this and all of this will be a memory.

The property values, the commercial business, the improvement to an already nice neighborhood will be in place already; so I know the young people they don't know what it's like to not have the Red Line or the Blue Line or, you know, the Promenade or Old Town Pasadena when it was just Old Pasadena; so they're just enjoying the benefit of that.

I actually had a summer job at Universal Studios. At that time I freelanced. I took that position. It was better than no money at all. When I do work I don't have to work for a while. And I got -- I like to think of myself as dating NBC Universal but didn't marry her. I've got an idea of what that company is about. They run a tight ship, folks.

I'm not here to pretend to know them well but they run that business with a high level of integrity and of commitment to customer service and excellence and I was very impressed with the way they ran that show. They really want to enhance the community, the neighbors and just people's lives in general; so I'm not going to pretend to know them

well but I've got a little taste of what this company's about; and if they're at the helm of this project, I don't want to get too excited but I think they're well aware of how you guys feel, they're well aware of both sides of the coin and I have a lot of confidence in NBC and Universal to see this through the best way possible.

And, yes, a lot of good points about traffic on Barham and I've lived in this area a long time but I believe it's a workable plan; so let's just see if we can reach an agreement, meet in the middle somewhere and we're not going to stop progress. This city and the state, especially this part of California, is gonna grow. We can't stop it; so let's just make it as bearable, as winnable, as doable, as enjoyable for as much people as possible; so that's how I feel, guys.

PAUL McCARTHY: Thank you, sir.

Let's call the next five names.

DEBBIE LAWRENCE: Michael Hastings, Robbie Hunter.

PAUL McCARTHY: Mr. Hastings, come up to the mike.

DEBBIE LAWRENCE: Wiliya Frye, John Coffey and Peter Hartz.

PAUL McCARTHY: Was that Robbie Hastings?

DEBBIE LAWRENCE: Michael.

PAUL McCARTHY: Michael Hastings.

DEBBIE LAWRENCE: Robbie Hunter.

PAUL McCARTHY: Mr. Hunter, go ahead.

ROBBIE HUNTER: Thank you for the opportunity to speak. Robbie Hunter, H-U-N-T-E-R, 1226 Beverly Boulevard, the City of Los Angeles, 90025, and I'm here as a representative of the building trades. I've worked many times in Universal Studios.

The draft EIR, you know, the EIR process is absolutely crucial for the quality of life. Listening to neighbors, looking at the impact around them is always the best thing to do and it was created to try and address the issue of developers that do things and factories that have impacted the environment.

You know, this project here it addressed the parking, the open spaces, we're attached to the rail lines, mixed-use development, it's residential. You know, everybody wanted to move to the suburbs, that's why we have the freeways where they are.

We believe that the developer here NBC Universal Studios is very interested in working

with the community and that is reflected by the things that they have done so far. We believe that they know that the best thing to do is to work with the community and that's what they're doing at the minute.

As far as the freeway and bridges and the roads that comes with development, that comes with money. A project like this will address all those things. We have 8,850 members in the zip codes in and around Universal Studios. Their quality of life is affected here too.

We want it to be a good project and we believe they're going absolutely in the right direction and that's reflected in the things that they have done so far and we support the project and would like to see it go forward.

PAUL McCARTHY: Thank you, sir.

The next speaker.

LILIYA FRYE: Hi, my name is Liliya Frye, F-R-Y-E. I have a self-interest in this project. I own the property on Bloomfield Street which is five minutes from here. And one thing I wanted to say that I heard all the speakers and I see that right now we're deciding should we have a child or should we not. There is a discussion is it going to be

beneficial for us or not and it's going to cause all sorts of problems and we might not give a birth, we might not enjoy the child; so I say to this that why do we live in this world? Why -- what's the meaning of life? Isn't it to grow? Isn't it to improve, to have a better life, better homes, better neighborhood, better roads, better city and the country. I say why wouldn't we make the first step toward our goal, our destination, our meaning of life and vote yes to this project.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

State your name and spell your last name.

PETER HARTZ: Hi, I'm Peter Hartz, H-A-R-T-Z. I live at 10512 Cling Street in Toluca Lake and I'm the president of the Toluca Lake Homeowners Association.

Basically Toluca Lake is, of course, just north of this project across the golf course and is approximately 15,000 people and obviously we're very concerned because we live directly in the shadow of this project; so when Universal had its big fire my backyard was full of debris that floated over and landed in -- in my yard and I was told don't go outdoors.

We have a sustained nuisance noise problem from Universal -- Universal now. It's been going on for 15 years at least. We are actively engaged with Universal to try to seek mitigation. Because of the nature of this project and its scale, Universal has a very large, I'll call it, charm offensive going on now and as a result they are talking to the community, they're listening to the community and their attempting mitigation efforts.

When I look at the DEIR, I don't -- I see that there's a lot of analysis of the potential impacts but not a lot of description of the actual mitigation efforts.

So, for example, in noise one of the things that could be done in noise would be to model -- to use computer simulation modelling to show how the impact of the sizes of the buildings against the generating noises of the theme park, what would be the consequence. We have, you know, a plan which essentially calls for a dramatic -- I'm unfamiliar with it but a dramatic exchange of jurisdiction between the City and the County; so I'd like to know where are the precedence for that on the scale that's contemplated here where huge sections of land that are owned by the City and given to the county and

vice versa and does that -- and is that something that can be just done by administrative fiat or is that something that the people have a right to comment on?

You've heard a lot about the mitigation efforts and the skepticism. I mean the building -- the construction sounds certain, the mitigation efforts sound possible and obviously the community's dramatically concerned about that and would like to see a direct relationship between a work permit and a mitigation effort hand in hand. You can't have one if you don't do the other.

PAUL McCARTHY: Thank you, sir.

We're going to call the next speaker.

JOHN COFFEY: My name's John Coffey. I have a business here on Cahuenga called Coffey Sound at 3325 Cahuenga right next to the California Canteen. I've been a property owner on Cahuenga Boulevard as a businessman for over 30 years and I've also lived on Skyhill Drive for over 20 years with my backyard looking at Universal Studios.

There's a lot of factors going on here. It's not as simple and black and white. There's people for and against the project and there's people in the middle who want to see it done and done

properly and I think I fall into that and I like the direction it's going so far. I have friends like Krista Michaels who I respect greatly and have worked on beautification projects and the Nissan dealer project and several others along the street.

But I want people to realize that the studio system is the largest employer in Southern California. People are hurting really, really bad for a lot of reasons. It's not just rebates and subsidies that's taking work away but it's situations that it's difficult to work in this state also.

You have to remember that this is one of the few studios left with a back lot. After this it will just be Warner Brothers. Sony, Fox Studios, Disney, they've all sold their back lots years ago. They just sold them directly to real estate developers and the next thing you know, presto, houses.

I really do believe -- I'm very happy that Universal is going to expand this area. It's a major step back to bringing back the movie industry back to Southern California and focus here. I see that Disney has done something to Santa Clarita. It's one major thing to getting jobs back. It's undeniable that we're having big troubles here. My friends are

moving away and I think it'll be a good shot in the arm.

PAUL McCARTHY: Thank you, sir.

The next speaker.

SAM DEA: That's the last one on this group.

PAUL McCARTHY: Okay, we'll call the next group.

HENRY CHU: Don Underwood, Billy Snow, Patti Negri, Anthony Bartarse, Herb Pencille.

PAUL McCARTHY: Go ahead.

DON UNDERWOOD: Don Underwood, U-N-D-E-R-W-O-O-D.

We need progress absolutely, right, as soon as we get the mitigation for traffic. As it is right now you cannot turn from Lakeridge Place or Lakeridge Road onto Cahuenga east much of the time especially not during rush hour. With additional traffic it will be nearly impossible. How is that going to be addressed?

PAUL McCARTHY: Thank you.

The next speaker.

State your name.

BILLY SNOW: Hi, my name is Billy Snow. I live right overlooking the Universal lot on Hillock. You know, I'm all for construction when we have a growing economy but we don't have a growing economy. We

don't have -- especially with the outsourcing and no exports I don't see -- construction is a short-term fix for the next three to five years.

You know, I had a neighbor who built -- who bought the last five lots in my neighborhood who had a problem listing and selling them. I mean he had about six months until he finally got someone in them. He had 5,000-square-foot homes built and he's selling them for the rent of apartments because he couldn't get anybody in them. On Hillock we have about four homes for sale that no one's buying. I'm just saying this is obviously now and we're talking about the future.

But also another concern is the traffic. Coming around Highland or jumping on Cahuenga going up into the Barham neighborhood where I live it takes 15 minutes. With one car that breaks down you're adding 30 minutes. If one cop car pulled over somebody, you're adding another 30 minutes to your drive.

I'm guilty of passing right through Lake Hollywood just like everyone else mentioned earlier, I'm guilty of following a bunch of cars going through Lake Hollywood to get to my neighborhood just because traffic's backed up.

You know, I see on your plan it looks like you're using that road off Buddy Holly as an entrance. There's only two ways to get there which is the Cahuenga Pass and coming off Hollywood which turns into the other -- the Cahuenga junction or whatever it is.

There's only two ways to get to those residence and you're adding that many residences, I just don't see how it's going to work putting a gate off Buddy Holly. You're just adding more traffic there unless you're doing -- you know, I don't see how it's going to work.

I live overlooking the studio lot and part of my life of living there is enjoying the run along the studio way back and forth and knowing that we have a nice view of the entire valley view.

We see, you know, deer twice a month, we see coyotes probably almost every other night. If you're lucky maybe once in a blue moon I've only seen a bobcat once. It's beautiful nature up there, it's a part of life. I just don't think that this plan is going to make, you know, the neighborhood or life where we live -- over where we live or traffic make it any better.

Thanks.

PAUL McCARTHY: Thank you, sir.

The next speaker.

HERB PENCILLE: Good evening. My name is Herb Pencille, P-E-N-C-I-L-L-E. I live at 12322 Debby Street in North Hollywood. I've lived there 30 years. I've been a resident of the valley for over 60 years.

I initially didn't know much about the new housing that's being proposed by the Universal plan but I think this will provide a good opportunity to build in-fill housing in a location that is served by the Red Line and buses and shuttles that are planned.

Although there are problems in the housing market now, we can surely expect it to rebound in the future. Since it's a 20-year plan the new homes will come online as the demand arises. And when it happens it will be great to have new housing served by mass transit. This project is too important to fail and must go forward.

Thank you.

PAUL McCARTHY: Thank you, sir.

The next speaker.

SAM DEA: Last call for Patti Negri and Anthony Bartarse.

PAUL McCARTHY: We'll call the next round.

When we call your name the first speaker, the first name we call, go up to the podium and everyone else sit in the seats in the front.

SAM DEA: Stephen Wurtzel, Alexander Wysocki, Ann Champion, Stephen Wurtzel, Mark Hessman.

PAUL McCARTHY: What was the first name?

SAM DEA: Stephen Wurtzel, W-U-R-T-Z-E-L.

PAUL McCARTHY: Okay, ma'am, why don't you go right to the podium and give us your name.

ANN CHAMPION: My name is Ann Champion.

PAUL McCARTHY: Move the mike a little bit.

ANN CHAMPION: My name is Ann Champion, C-H-A-M-P-I-O-N. I'm a long-time resident of the Cahuenga Pass, a union member, I'm a professional in the film and television industry when I'm lucky enough to have work. I work in film and TV.

Other people have already been very articulate in two of my concerns which is one the traffic impact of this plan because of the existing congestion we already have in the Cahuenga Pass which as we all know is a natural bottleneck; so I'm not going to be redundant there.

I also agree with the speakers who feel that the Metro-Universal plan -- and this plan needs to be looked at as an entity because they are so --

physically so close together. I feel that is absolutely, absolutely critical.

One thing that I would like to point out that has not been touched on is that NBC Universal is being very disingenuous and very dishonest when it makes claims that this plan is going to increase entertainment employment in Los Angeles. I received a letter that says the Evolution Plan is vital to our motion picture and television businesses on the lot and to keeping entertainment jobs in Los Angeles for the future.

Where I come from there's a word for that and the polite term is manure. The reality is that entertainment jobs are leaving this area and have left this area. The reason that our entertainment industry is completely devastated has to do with unfair competition in subsidized states and foreign countries.

The entertainment industry right now, the infrastructure is at overcapacity. We have vacant sound stages, we have hundreds, probably thousands of qualified competent, talented crew people and low-lying performers who are not working because the work is not here.

There are plenty of facilities. In fact, a

lot of historic vendors in the film industry have gone out of business in recent years because they have -- they have no work in this area. So for Universal to claim that by expanding the resident- -- creating a residential development, expanding its theme park operation and so on is going to create jobs in film and television is a complete falsehood.

All you have to do is look at the map there and look at the areas that are designated for film production versus the areas that are designated for other purposes. This is all smoke and mirrors. And even though I have worked at Universal in the past, I've done shows at Universal in the past. It's a great facility to work at. I love working there but to claim that this plan is going to increase entertainment jobs and bring entertainment jobs back is a complete and utter -- it's nonsense. It is completely delusional.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

SAM DEA: Stephen Wurtzel, Mark Hessman, last call. Michael Meyer, Terry Davis.

PAUL McCARTHY: Michael Meyer.

Mr. Meyer, come right up to the podium.

SAM DEA: Louise Spiegel, Kevin Bass, Florence Blecher.

MICHAEL MEYER: Hi, Michael Meyer, M-E-Y-E-R. I'm president of the Outpost Homeowners Association and also on the board of the 501C3 Communities United for Smart Growth.

Our two main issues have been spoken about by a lot of people. It's basically traffic and preservation of industry jobs on the back lot; so I'm not going to belabor them too, too much. But I did want to talk about some specific shortcomings of the traffic study in particular since I am a traffic engineer myself.

I was very disappointed. It was almost as if it was written by people who've never driven the roads around here. They categorize the existing conditions at the intersections on Highland and Camrose, Highland and Odin as levels of service A at both morning and afternoon peak hours. Anybody who's ever driven through them knows they're a level of service F due to the congestion that backs up from Highland and Franklin. The same thing on Cahuenga west at Oakcrest and Mulholland. They say they're A and/or B. They're both F because they're backed up from Barham and Cahuenga.

They go on to project future conditions, add in traffic improvements that have no funding such as the widening of Highland and Franklin, the widening of Cahuenga at Barham, the widening of Odin at Cahuenga. These things have no funding. They should not be in the base future conditions.

And then they go on and they project that there'll be impacts on the Hollywood Freeway, Cahuenga west and east, all down Highland yet they say none of the traffic will seek an alternate route because there's no alternate parallel route. Obviously, they don't understand how traffic works in the Cahuenga Pass because it doesn't need a parallel route. It uses all the winding streets that go through the hills and through all of our neighborhoods.

In my neighborhood Outpost they don't even show that Outpost Drive connects to Franklin so obviously they don't send any traffic through our neighborhood. It's a complete travesty. They should expand the traffic mitigation for neighborhoods to include all the neighborhoods in the Cahuenga Pass not just the limited number that they have. They need to quadruple or 10 times the amount of money that they have allocated to traffic mitigation for

the neighborhoods.

The one neighborhood though that they did find an impact, it's incredible, instead of the traffic going down Highland and going past Hollywood Boulevard and Sunset Boulevard they say, oh, no, people will find an alternate route. They're going to go west on Franklin, then they're going to go south on Orange, through -- past Madame Tussauds and the Hollywood Roosevelt Hotel and then go down and cross the opposite intersection at Sunset and continue down to DeLongpre creek and then come back up to Highland. A route that could take you half an hour for two blocks on Highland; and so that's where they need to do traffic mitigation, along Orange next to the Roosevelt Hotel. It's ridiculous. I could go on and on. There are so many things wrong with this plan.

The other thing that our neighborhood is concerned about and probably half of the people in our neighborhood are employed in the entertainment industry is don't evolve the NBC back lot into a residential neighborhood. You'll just be building in your NIMBYs and high-rise condos that will no longer want to have any filming there. People in our neighborhoods need jobs too. They're entertainment

industry people, they want to have the studio preserved for future jobs.

PAUL McCARTHY: Okay, thank you, sir.

The next speaker.

TERRY DAVIS: Good evening. My name's Terry Davis. That's D-A-V-I-S. I live at 4326 Forman Avenue in Toluca Lake. I am a director on the Toluca Chamber of Commerce, I'm a member of the Toluca Lake Homeowners Association and I, too, am a member of Communities United for Smart Growth, a nonprofit.

We have been working with NBC Universal for the last four to five years. We represent about 12 to 15 of the neighborhood groups that surround the area. We have been working with them and attempting to collaborate with them about the MTA project and this Evolution Plan.

First I want to ask with all due respect whether the officers here have had the opportunity to read, digest, corroborate, validate and/or question all of this massive 39,000-page document. I have not and I have barely completed the 262 pages of the summary.

Therein I think lies the first issue in this process. It has taken years, years to produce this

document and we the public will be subjected to the effects of this almost 5 million-square-foot project for the next 20 years of the building process and then for a lifetime after its completion are given a pitiable three months which as Council member LaBonge said is two more months longer than the usual time period to tackle and address with some understanding, knowledge and possible expertise. And I ask you is this even a reasonable expectation and not to mention during the busiest holiday time of the year?

Second, if we have legitimate arguments, questions or issues with the statements in this document what true recourse do we have? Our organization CUSG raised and spent over $250,000 for legal counsel and expert consultants on the Universal-MTA DEIR, a much smaller 1.5 million-square-foot project and far less complicated than the Evolution Plan. And is there not a question of conflict of interest when the petitioner pays to facilitate the production of this DEIR and then if that is -- would it not then have been fair for the petitioner to then pay for the City Planning Department to help us work through this 39,000-page document? How can we truly -- how can expect to compete with General Electric or Comcast

legally or financially?

Third, there continues to be and it has been mentioned before bifurcation of the two projects, the MTA project and the Evolution Plan project. I question whether NBC Universal does indeed continue to plan to be the major tenant on the MTA site. If so, how much space do they plan on using and in what way. Because for the surrounding communities this directly affects how we support their need for growth.

PAUL McCARTHY: Ma'am, wrap it up. You're out of time.

TERRY DAVIS: Just one last thing that has to do -- no, I won't mention the jobs. No, that's okay, can't do that.

Thank you.

PAUL McCARTHY: The next speaker, the next speaker, the next speaker.

Give your name and spell the last name.

LOUISE SPIEGEL: Louise Spiegel, S-P-I-E-G-E-L. I moved to 10729 Aqua Vista by Lankershim which is a dead-end street. It's almost impossible to make a left turn in the morning there. It's a residential neighborhood and it's fairly quiet and it's nice to sit in my backyard and I get a nice view and stuff

like that. I have -- I have a nice life and I want to live there another 30 years. I've lived there almost 30 years now. Anyway, basically --

UNIDENTIFIED SPEAKER: That's just the point, you've lived there for 30 years and you want --

PAUL McCARTHY: Sir, let the lady speak. She's been waiting here all night long. There's no need for that.

LOUISE SPIEGEL: That's okay, that's okay.

The bottom line is I like to see everybody have a job and I know times are hard. I worked really, really, really, really hard to buy my house. I like the quiet enjoyment of my life there and I would like that to continue. When I moved in there I didn't have any furniture at all and I slept on the floor, honest; so, you know, I moved there to have the quietness and the saneness that I have now.

Anyway, the most important thing before any work is done, before any construction starts, all of the mitigating needs to be done, all of the roadwork and all of that needs to be done before anything is started at all. That's my first point.

My second point I object to the elimination of the added street. There was a street that was eliminated that was in the original plan. I agree

with everything Councilman LaBonge said, he's brilliant and he cares about his constituency. I am a taxpayer and I'm happy that he represents me. I believe there will be a significant impact on the quiet enjoyment of my home.

And I can't -- I can't imagine -- I can't imagine Lankershim widening. Everybody's talking about widening Lankershim. You know, where -- how are you going to widen it? It's not like there's any land between -- like how are you gonna do that? Are you gonna tear down buildings? I don't know how you can widen it. It's a narrow street. You know, I don't see any way that this can actually happen without creating a horrible, horrible blockage both on Lankershim and Barham.

Oh, yeah, major point, this started at 4:00. The people on my street couldn't be here because they work. They figured it starts at 4:00 and it'll probably end at 5:00 or 6:00 and they have children to feed. This meeting time is like crazy and it's right at the holiday time when people have to do their holiday shopping and stuff. As many people you have represented here for the community I bet there's 10 times the amount of people that couldn't be here because of the timing of this meeting.

And I remember last time we had a meeting here it was a couple years ago we had to pay for our own parking. I hope I don't have to pay for my own parking this time.

But anyway as far as it's concerned, you know, I say just be considerate because we live here, this is our home. You guys who want to work here, that's nice but you get to go home to your peaceful home. I want to come home to my peaceful home. I want to be able to turn onto my dead-end street, you know, without -- it's impossible.

People have been hit. Cars have been hit. People have been taken out by helicopter to emergencies because they've been hit walking on the street. If you're going to do anything, I want the traffic light off of Aqua Vista and Lankershim.

PAUL McCARTHY: Thank you.

The next speaker. Give us your name and spell your last name.

FLORENCE BLECHER: Good evening. I'm Florence Blecher, B-L-E-C-H-E-R. I'm a 30-year resident of the Cahuenga Pass and president of the Cahuenga Pass Property Owners Association and a past long-time member of the Ventura/Cahuenga Boulevard Corridor Specific Plan review board, I also serve as

a director of Communities United for Smart Growth, a nonprofit coalition with community leaders from the neighborhood surrounding Universal Studios. Due to my laryngitis, I'll do my best to be brief.

What happens to the various shuttles and such after this gesticulated 20-year period? Do they just disappear like magic? Does another entity take over? What happens to them? I see no provisions for their continuance. How could this be a mitigation? What if state and federal highway funds are not available to enact proposed freeway improvements? What happens, does the region just suffer the massive traffic load and Universal just get off scot-free?

In the traffic section apparently if no parallel route is available there is no perceivable hardship to surrounding communities. This area is a pass. How can such a premise be considered normal and appropriate? What are the give-backs to the surrounding communities for enduring the construction, noise, pollution, traffic, inconvenience and all of that for 20 years and beyond?

This document is 39,000 pages long, 39,000. There is no possible way especially during the holiday season that any private individual has the

time or the ability to process that much information. How can the City and County consider such a process acceptable to its tax-paying residents?

The Cahuenga Pass Property Homeowners Association will be submitting a lengthy written comment on this.

Thank you.

PAUL McCARTHY: Thank you.

And the next speaker.

SAM DEA: Last call for Kevin Bass. Ken Bhan, Valerie Diamond, Richard Adams, Paul Moser, Peter Loedding, Gago Avaneszadeh, A-V-A-N-E-S-Z-A-D-E-H.

PAUL McCARTHY: Mr. Bhan?

RICHARD ADAMS: Adams.

PAUL McCARTHY: Just stay there.

SAM DEA: Bret Williams.

PAUL McCARTHY: Go ahead.

RICHARD ADAM: Okay, my name's Richard Adams. It's alpha, delta, alpha, mike, sierra. By the phonetic spelling you might look into that I'm a veteran, mostly a Studio City resident and the rarest of all creatures, I'm a Los Angeles native of the city, the county, et cetera.

I really object to -- I don't want to live

in New York City and it really annoys me that people want to force me to suddenly live in New York City by building these huge high-rises, adding more traffic to the point, oh, you're supposed to stay in your own neighborhood. Don't go anywhere. If I wanted to live that way, I'd move back east. So that bothers me; it's annoying.

Another thing to think of is if Universal really needs this kind of money to run this project, I don't see how decreasing the number of stages they have to shoot on is going to make anything better. If they're that hard up for things, why don't they start making better movies, stuff you want to watch and shows that will actually be picked up for another season instead of the stuff they've been making.

Speaking to the mitigations there's no such thing as an unavoidable impact. If it's an unavoidable impact, you either pare down what it is you're doing or you don't do it at all. It's ridiculous to tell the people who live in this neighborhood that, oh, we're gonna do this and there's nothing we can do about it. It's simple, don't do it. It's like reaching under the stove and it's hot, it burns you. You don't do it. It's the same thing with these mitigations.

And the union folks that are here talking about jobs in the future and everything else. We live here. We have seniority. That's an idea they ought to be able to grasp. Yes, they have reasons, they have rights but we're the ones that live here and we have to live with this 24/7. Our voice should be heard with a little bit more attention.

The fact that there's no link to Universal and MTA is absolutely obscene. They're right next to each other. They can't possibly be avoided. However, if one gets approved and the other one doesn't, every single mitigation that needs to be put in place for either project, they break it, they buy it, it has to be done. Whoever's doing the building has to put all the mitigations in first; they need to pay for it. They want this; they either ante up. They don't care to ante up, they don't want it that bad.

This area's already congested. It's restricted geographically. Military terminology, it's choke points. There's no other way through it. You know, there are only so many ways to fix this. Adding more traffic to an already congested F. If there were better ratings it would be G, H or I. Adding more traffic doesn't solve the problem. They

need to fix everything.

And then the logistics which could be considered the ball and chain of armored warfare. Where is water, power, sewage, solid waste, schools, fire and police, where will all those infrastructures go? Who's gonna pay for it?

I'm not against growth but this plan makes no sense the way it is. It couldn't be more horribly located if they tried.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

Please give us your name and spell the last name.

PETER LOEDDING: Hi, I'm Peter Loedding, L-O-E-D-D-I-N-G. I'm a long-time resident of Sherman Oaks. I'd like to thank you for the opportunity to talk about the Evolution Plan and the draft EIR. I've heard a lot of controversy about the different issues here with traffic and so on but I'm here to talk about or at least from my perspective the EIR --

PAUL McCARTHY: If you can move the mike up just -- yeah.

UNIDENTIFIED SPEAKER: Take it out.

PETER LOEDDING: The draft EIR also talks about the creation of jobs in addition to the other controversies that are within the EIR and that is something near and dear to me and I happen to work in the construction industry and my industry is decimated right now, absolutely decimated. A lot of my peers are out of work.

Therefore, when I see as many as 43,000 jobs can be created in the construction trade that are skilled high-paid jobs I embrace that very much. Jobs that are very badly needed here in Los Angeles and Southern California and several people have talked about the unemployment rate in my industry is over 30 percent.

I'd like to thank the City and County and the planning department for their thoughtful review process and the vetting of the EIR. I look forward to a balanced and respectful solution to this. I do support the program but I do realize that it has to be respectful and thoughtful.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

Sir, the next speaker.

Please state your name and spell the last

name.

BRETT WILLIAMS: Yes, my name is Brett. The last name is Williams, W-I-L-L-I-A-M-S.

Go ahead and begin?

PAUL McCARTHY: Yeah.

BRENT WILLIAMS: Universal Studios is one of many components that makes Los Angeles County a unique and inviting and dynamic destination for visitors and their pocketbooks from around the world. Let's face it, it's not our empty lots nor our dirt fields that attract and welcome people. It has never been.

Tourists want and expect a world-class entertainment experience. Residents want housing, jobs and improved traffic conditions. I was reassured to learn that Universal's Evolution Plan will directly meet those needs through continued investment in their theme park, job and housing development, extensive traffic mitigation strategies and improved carpooling and ride-share programs.

With respect to public transit, I think that the community needs to be better connected to the transportation options we have available. Everyone wants to spend less time and hassle getting to their destinations. We know this. The Evolution Plan will

also tackle this issue by making nearby public transit more efficient. A development of this size calls for careful consideration of its impact on the community and responsible planning.

Let me tell you, this plan is both responsible and sensitive to the needs of the surrounding neighborhoods and will provide long-term benefits to the entire community.

Will there be some inconveniences associated with the plan? You betcha. But at the end of the day this plan is good for the local economy and Los Angeles.

Thank you for your consideration.

PAUL McCARTHY: Thank you very much.

The next speaker.

GAGO AVANESZADEH: My name's Gago Avaneszadeh. It's spelled A-V-A-N-E-S-Z-A-D-E-H. I'm a member of the Local 433. I'm a union ironworker. I've been out of work for six months. My insurance runs out next month but that's not what I'm here for.

I live in Marina Del Rey. My address is 21 Voyage Street. I went to school at Walter Reed Junior High. I lived in Toluca Lake. I remember going on Magnolia in 1976 when I got to this country and get a single scoop of ice cream for a nickel at

Thrifty's. I remember growing up in Hollywood in the '80s and getting this haircut and I kept it. I have.

Every weekend my neighbors are inundated by people coming in to visit. I cannot go down Washington Boulevard. It takes me 45 minutes to get to my market but I'm not a victim. I'm a willing participant. I moved to a resort area.

The gentleman said that he shouldn't move. He's lived 100 years in the back lot. It sounds like the city grew around the back lot and not the back lot around the city. What's the difference between the suburb and what's the other word.

UNIDENTIFIED SPEAKER: Rural and urban.

GAGO AVANESZADEH: Urban and suburban. I just built a high school in an urban area and the houses look the same, the lawns look the same, the same kids are playing. It just looks like they make less money in the suburbs.

It seems like this is a local mentality. Not in my house, not in my backyard. Why does the need of the few outweigh the need of the many? I'm not saying who's right and who's wrong. I have not read these 39,000 pages. I do feel for people that deal with traffic. Worrying about traffic in L.A. is like worrying about the sun coming up. It's

inevitable. Am I supposed to ask you not to go to the airport because the 405 gets congested and I can't get home?

My wife is going to start work on Hollywood and Highland. I have to drive her. I have only one car because I cannot afford two payments right now.

The difference between me and you, there is no difference. That's the -- that's the problem we've got. Let's get together. Let's work this thing out. Let's make it happen for everybody instead of pointing fingers and say not in my neighborhood. If not here, then where? If not now, then when?

UNIDENTIFIED SPEAKER: (Inaudible.)

GAGO AVANESZADEH: Yeah, I hope you don't show up because you do the same thing to my neighborhood. It's okay. I don't begrudge you.

PAUL McCARTHY: No comments from the audience. Let the speaker speak.

GAGO AVANESZADEH: I don't begrudge you and ask you to go back to New York because we welcome you here. We take them all around here. Run your mouth some more, pal.

PAUL McCARTHY: The next speaker.

SAM DEA: Suzanne Bank, Dr. George Andros,

Bonnie Vitti, Beverly Allen, Fran Reichenbach.

PAUL McCARTHY: You may speak, sir. Sir, why don't you go right to the mike.

GEORGE ANDROS: Thank you.

Mr. Foreman, ladies and gentlemen, I'm a citizen of Los Angeles.

PAUL McCARTHY: Please state your name.

GEORGE ANDROS: And I live at 47 --

PAUL McCARTHY: State your name.

GEORGE ANDROS: George Andros, A-N-D-R-O-S. I live at 4744 North Cahuenga, North Hollywood. I've been a neighbor of Universal Studios and a homeowner here for 40 years.

I stand before you as a citizen and also as a former member of the Los Angeles Planning Commission south valley area whose jurisdiction is encompassed by this project.

Six years ago when I appeared before the Planning and Land Use Committee of the City Council the chairman asked me why I wanted to serve. I explained I hoped for a better, more sustainable city, a city in which my children would want to raise their children.

After more than four years on the planning commission I have come to the following conclusions.

One, the quality of life in this city is worse than it has ever been; second, it is the worst place to live and work and it is the worst place to raise a middle-class family.

You may have seen major developments and major shopping malls. I ask you when was the last time you saw a major park development.

PAUL McCARTHY: Proceed, sir.

GEORGE ANDROS: Thank you.

Number three, I routinely saw in the projects that came before us a lack of enforcement of the rulings and a consistent failure of maintenance of the provisions that we've provided for.

Four, the planning process is clearly stacked in favor of the developer against the homeowner. This city, contrary to what you read in the newspapers, is not a green city. It is rather, even in the face of the ongoing recession started in 2008, a greed city and I believe that it is being plundered by developers.

These plunderings are emblematic of a nationwide phenomenon which is the rich are getting richer at the expense of the middle class -- please, please. And on this national scene these same developers are the people that brought us the events

of 2008 in my opinion. Again, the middle-class homeowner will be the person who pays. This EIR is a sham, it's a travesty. It mitigates everything in favor of the developer at the expense of the homeowner having seen many of these.

So what do we do? Well, I think we have a lesson from last November just a month ago. The lesson is in the ballot box, not in meetings like this. This affects the entire city and it should appear on the ballot next March. All of the stakeholders will have a chance in the ways that they do to express their will. And heaven help the council person that opposes the will of the people regarding this project.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker, the next speaker.

SAM DEA: Last call for Suzanne Bank, Bonnie Vitti, Beverly Allen, Fran Reichenbach. Jacqueline Sharp, Sol Ajalat, A-J-A-L-A-T, Scott Cirillo, Stephen Volz, V-O-L-Z, Roger Dudley.

PAUL McCARTHY: Sir, give us your name and please spell your last name.

SOL AJALAT: Hello. My name is Sol Ajalat, A-J-A-L-A-T. I've been a resident of Toluca Lake now

for 50 years. I live on Cling Street at 10522 Cling Street. Cling Street is just north of Riverside Drive and we intersect with Cahuenga Boulevard.

I've heard a lot of emotional and good statements to you today and I certainly can't add to it. We know that the issue is that this community, the Toluca Lake community, is a jewel and it has the highest quality of life; so what we've got is a question of quality of life versus growth and development and within that context traffic. It's been so articulately stated the traffic problem is a big problem.

I think the best way I can illustrate that is by my own personal experiences. My wife leaving the house to cross Cahuenga Boulevard refuses to do so. She will not drive her automobile across Cahuenga Boulevard because of the safety factor, the speed of the vehicles and the number of vehicles.

I don't give in. I cross Cahuenga Boulevard but if she's a passenger she gets all upset at me and I mean seriously upset at me to the point that if it continues to grow in the manner that it is I'm going to have marital problems; so I need you guys to stop.

And then I want to make a practical

suggestion at this point or a recommendation because you know Cahuenga Boulevard I'm sure you're aware goes through a residential community. It's not a business community. Just a short distance away is Vineland Boulevard and Lankershim Boulevard. Please give your attention in formulating your plan or recommendation, whatever you do, to diverting the traffic from Cahuenga Boulevard onto the business streets -- the major business streets of Lankershim Boulevard and Vineland.

It's unbelievable now that at this time based upon my experience Cahuenga Boulevard which is a small street running through a residential area has far more traffic than the major streets of Vineland and Lankershim Boulevard; so something has to be done.

Unfortunately, the way everything is structured now the traffic gets off of the freeway and moves up north onto Cahuenga Boulevard and coming south it picks up the on-ramps from the freeway both at the 134 and also the Hollywood Freeway; so please give that your attention. If you can do that, that'll alleviate a tremendous amount of pressure on the community.

Thanks.

PAUL McCARTHY: Thank you very much.

Obviously, we've had some folks who filled out the speaker cards leave. All of you who have filled out a speaker card and have not spoken, please stand. Okay, why don't you all come forward here to the front. Just all come forward right to the front.

You, sir, can go first and give us your name.

JOHN MOSKAL: John Moskal. I live at 5102 Cahuenga Boulevard. I'm going to echo a lot of what's just been said by Sol.

For the last two and a half hours I sat here listening to people read their prepared text that sounds suspiciously like they have the same author and saying that this is a smart plan. This is not.

Just the main problem that you've had tonight and I feel for you about the traffic. Now, if -- if the City and Universal NBC's answer to the traffic is to widen the streets you have to stop and think can Cahuenga Pass -- my Cahuenga is less than 3.9 miles. It starts at the L.A. River and it ends at a cemetery.

And for all the research I have done you will never be able to build through that cemetery. It's less than 3.9 miles and it's residential. It's

the home of two elementary schools. To take a street and go from two to four, four to six is unconscionable. All I can say is this philosophy of build it and they will come will -- will devastate our community.

Thank you.

PAUL McCARTHY: Thank you.

You know, folks, you can take a seat if you want.

Go ahead, next speaker. Give us your name.

FRANCESCA CORRA: My name is -- I need my glasses to call my name. My name is Francesca Corra, C-O-R-R-A. I'm a resident of the Island neighborhood in Studio City and I also serve as the director of Communities United for Smart Growth, a nonprofit organization comprised of community leaders of the neighborhoods surrounding Universal Studios.

So far unlike a lot of people in this room I have not had a chance to read all 39,000 pages of this DEIR but what I have read leaves me with more questions than answers. For instance, and I'm going to jump around a little bit, I would like to know which buildings in this DEIR are duplications of buildings that are included in the DEIR of the MTA site. If there's rooftop dining on top of a

production building on this site, do you still need a production building on the MTA site with rooftop dining? Is the combination of noise from both dining areas considered?

Should Universal not reconsider what it really needs and eliminate some of the buildings on the MTA site that is accounted for on this site? The MTA DEIR should be redone based on what is being built in the Evolution Plan and based on what Universal really needs and not on the basis of maximum entitlements. Surrounding communities be damned.

If Universal is expecting its tourists base to increase by 1.5 million people per year how is the increased pedestrian traffic to be considered? At this point it's practically impossible to drive through the intersection of Lankershim and Campa de Cahuenga without breaking the law and risking getting a ticket. The tunnel needs to be built and it needs to be built before any construction starts.

And what about all the trees that Universal plans to cut down, hundreds and hundreds of mature oak and walnut trees? The whole conversation in the DEIR about which trees are in the county and which

trees are in the city and which trees will be switched from the city to the county is such complete double-talk that it's impossible to get the number straight.

I would like to know how many trees are going to be cut down, how many trees are going to be replanted and what size and where exactly. The DEIR says they could be planted offsite. What is offsite? Does that mean Cincinnati? Add to that the 200 trees being cut down as part of the MTA DEIR and I would like to know the cumulative effects on the environment and on the ecosystem. The DEIRs need to be combined.

Then lastly, if you want to save jobs and everybody is so concerned about jobs, why sell off the entire back lot that is valuable production space? It's so counterproductive to saving jobs.

PAUL McCARTHY: Thank you.

The next speaker.

State your name and spell your last name.

JOAN LUCHS: My name is Joan Luchs, L-U-C-H-S. I'm the chairman for the Federation of Hillside and Canyon Association and I'm president of the Cahuenga Pass Property Owners Association. I'm speaking on behalf of both groups. The federation has been

around for more than 53 years and we represent the hills all the way from Cahuenga Pass all the way to Woodland Hills and beyond.

I've lived in Cahuenga Pass for more than 42 years and as -- there are several issues within -- as a result of this project that really concern me and I just -- it is just out of scale. It is -- it's -- I don't want Universal not to succeed. It's not a no, no, no, not in my neighborhood issue.

But what's happened is with existing conditions, uses that they have ever since 1992 when they built -- I forgot the name of the place. Somebody help me out here. Oh, City Walk, City Walk. There were no mitigations for the construction of City Walk and that was approximately 600,000 or 700,000 square feet. The project, as I said, is out of scale to the surrounding neighborhood.

The first one worth mentioning is Universal's request to delete the land governed by the Mulholland Scenic Parkway Specific Plan. This may not sound very important to you --

Excuse me. Am I interrupting you? Please listen. Thank you.

It starts -- the Mulholland Scenic Parkway Specific Plan starts at the intersection of Barham

where it intersects the bridge and Cahuenga Boulevard actually is Coral -- Coral Reef or Coral Drive and that's where the advertising is, it's the mouth of the valley, where Universal has its sign.

If this project their request is approved to be withdrawn from the Mulholland Scenic Parkway Specific Plan, this corner, this intersection which continues along the freeway, parallel to the freeway will turn into Times Square, will turn into a digital signage mess and will end up causing what you would call visual blight to the people that live in the hills, Cahuenga Pass where I live.

The most severe impact that this project will bring is traffic. With current uses Universal generates --

PAUL McCARTHY: Ma'am, your time is up. Can you just name -- traffic and what else?

JOAN LUCHS: Excuse me. You cannot allow -- you know, people have waited here -- I've been here three hours.

PAUL McCARTHY: We're running out of time.

JOAN LUCHS: Well, I understand that but I'm running out of time too and I've been sitting here for hours. I would think as a person that represents the Hillside Federation that you will allow me to

complete my thought process here.

PAUL McCARTHY: If you can name the key points here.

JOAN LUCHS: The key points worth mentioning are the traffic. The current uses aren't mitigated. How do you plan on mitigating the addition of 4 million at Lankershim and another 6 million over here? The project is not mitigatable.

The truth of the matter is what they were proposing is the closure of the Barham/Bennett off-ramps and that would be a tragedy for anybody that lives in this neighborhood. They want to build a drop ramp southbound from their bridge onto the southbound Hollywood Freeway and because of its closeness to the on and off-ramps at Barham, otherwise known as Bennett, Caltrans is likely to close both of those ramps which will be devastating not only to Cahuenga Pass but for the people that come along Barham in the morning to go to work downtown and make a right turn onto Cahuenga and another right turn going southbound and this is --

PAUL McCARTHY: Okay, ma'am, ma'am, it's not fair. We've had to cut off --

JOAN LUCHS: It's not fair? You're telling me it's not fair?

PAUL McCARTHY: Everyone has had three minutes and wrapped it up.

JOAN LUCHS: Okay.

PAUL McCARTHY: So it's not fair --

JOAN LUCHS: Okay. Let me just say the following if you're not going to allow me to finish my -- you know, what I have to say here.

One speaker told us that the overwhelming majority of taxes go to the county. Well, all of the impacts go to the city and that is not fair, not fair nor is it -- should it be happening. The project is too big and should be scaled back.

PAUL McCARTHY: But, ma'am, the rest of the audience is asking you to step aside.

JOAN LUCHS: Okay.

SAM DEA: You're also welcome to submit comments. We can receive those until February 4th.

PAUL McCARTHY: And those are written comments.

ARI MINASIAN: Hello my name is Ari Minasian. I'm a 10-year resident of Lake Hollywood.

PAUL McCARTHY: Can you spell that last name.

ARI MINASIAN: M-I-N-A-S-I-A-N.

My biggest issue with the plan is the traffic. You know, if traffic flowed at a reasonable rate on Barham, then maybe adding 3,000 new

residences along with the plan's road improvements might be appropriate but the current traffic on Barham is not flowing. It's bumper to bumper from Pass Avenue to the 101 Freeway and that's about one and a half miles of bumper-to-bumper traffic during rush hour and that can take 10 to 15 minutes of being stuck in that traffic.

It's so bad that the city actually has police cars that are stationed down near Forest Lawn and Barham, a little further up, and they give tickets frequently to people who illegally turn left on Forest Lawn onto Barham, for people who drive forward instead of making a right turn into Universal Studios, and for people who frequently drive in the center lane which is not a traffic lane but a turning lane up Barham because they get so frustrated with the congested traffic; so it's not a -- it's not an appropriate and flowing situation.

So who stands to benefit from the plan the most? Well, we know that Universal Studios and Comcast will benefit, we know the local government will benefit. These entities will receive millions in revenue, millions, and not just millions initially but millions every year for many, many years to come. They'll receive it in terms of property taxes, in

homeowners association dues for the properties and rents.

There are sufficient funds to fund an appropriate traffic mitigation as Tom LaBonge has stated. There is enough revenue to fund a smart traffic proposal and this current proposal is lacking.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

BRIAN SULLIVAN: Yeah, Brian Sullivan. I live on Wrightwood Drive in Studio City.

PAUL McCARTHY: Do you want to spell the last name.

BRIAN SULLIVAN: S-U-L-L-I-V-A-N.

It's very perplexing to me that a major artery that connects the west side to Universal directly, Wrightwood Drive, is not even in the study. It's the street that comes directly down the hill on one side to Vineland, on the other side to Lankershim Boulevard. It's not even there. We don't even exist. Even though we have a traffic problem that is absolutely ridiculous now. You can't even walk the street without being afraid of getting hit.

The traffic ever since it expanded Universal

has grown astronomically. There have been no reports, no studies, zero. Everybody blows almost every stop sign coming from the west side to go to work at Universal. It has gotten to be a huge, huge problem. And, again, what did Universal do? They didn't even put it on the map. And it -- it practically hits Ventura Boulevard. This is very upsetting. It was intentional.

You say that Universal wants to work with the people of the community. How can you work with the people of the community if you don't even know they exist?

So my point here is that having friends that live off of Barham, it's ridiculous. I come from Wrightwood down to Ventura, make a left a Barham and try to make a left-hand turn into that area, I sit there for 10 to 15 minutes during traffic hours to make a left-hand turn. Traffic does not stop. It is all the congestion caused from people in the studios going home.

Now, what my solution is, we have all these empty buildings in Burbank. Why don't we build parking lots of 500 to 1,000 in Burbank and shuttle the employees to Universal, one.

Downtown we have all these buildings

downtown that are empty that could be parking structures that they could get on the Metro rail and ride it to Universal; so why do we have to be the brunt of everybody coming into our community? Why can't they take transportation to come to our community?

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

JEFF GREENBERG: Jeff Greenberg, G-R-E-E-N-B-E-R-G. I live in Hollywood Manor and I'd also like to back up the last comment. The current project as it stands makes absolutely no sense. Like so many projects in the City of Los Angeles there seems to be absolutely no brain involved. It seems to be mostly dumb greed which is what led to the economic downfall in this county and this state.

I think that one of the prior comments about smoke and mirrors regarding jobs is absolutely spot on; that, yes, you could create a few temporary construction small jobs but in the long run this will do very little to improve on the problem with the jobs in the entertainment industry in this state; so again it's smoke and mirrors.

If Universal NBC is so interested in

creating jobs, they could as the prior speaker just said improve construction in other areas where there are already existing apartment buildings that are already zoned for that purpose rather than raping the environment on the back lot of Universal affecting our community, not just the 200 or so homes that are on Hollywood Manor but also the thousands and thousands of citizens of this city who are on our roadways trying to get to and from work. This project will make that traveling absolutely impossible.

And let's stop for a minute and think; 20 years, that is a generation. Some of you particularly those that are older on this board and also in our government will be retired or no longer living at that time when this project is completed. What a horrendous legacy to leave to our community when this can be done in a much more intelligent way.

A perfect example is again the ridiculous attempt at mitigation in this report. It's absolutely absurd because none of it is possible and not enough -- not enough intellect was put into planning that whole process out so that it could be done logically before any construction and even before that destruction takes place; so I would urge

you and I would hope that you're truly listening to the complaints that have been made in this room today and the concerns about this project and that you take it seriously, that you take the drive back and forth and see how congested and impossible it is now, that you go up into the hills of Studio City and you look at how this hotel impacts that community with its bright lights, the signage, the bright-light pollution, the noise pollution, helicopters, traffic, all of this impacting on an area that is, I'm sorry, not meant to be Manhattan or Las Vegas. This is a suburb.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

DANIEL SAVAGE: Hello, my name is Daniel Savage and I'm a resident of the Hollywood Knolls. I'm also president of the Hollywood Knolls Community Club which is the residents association comprised of residences in Hollywood Knolls, the Hollywood Manor and Lakeridge Estates. I'm also a director of Communities United for Smart Growth which is a nonprofit group comprised of community leaders from the neighborhoods encircling the NBC Universal site.

First I'd just like to say I find it

interesting and somewhat amusing if there are any of those that enjoy gallows humor that almost everyone who's spoken today in favor of the project does not live immediately next to the site and will not be most affected. They don't get to enjoy sitting in traffic at all times of the day on our local streets.

The DEIR points at the unmitigatable negative impact that this project will have on traffic but only in the short term. In this case 20 years is the short term.

20 years ago an unknown governor from Arkansas was just ruminating about running for president. Doesn't that seem a really long time ago? That's 20 years. It's not exactly a minor inconvenience as one of the earlier speakers tonight said.

But let's look forward to when the project is built and look at figure 78b - I'm sorry 73b on page 904 and I'm sorry that's as far as I've gotten to read so far. It shows that our local streets' traffic will not be affected. I challenge that finding as it makes no sense that there could be negative impacts on the north and south 101 and Cahuenga east and west but not on any of the feeder streets. It's literally impossible.

I live in the Hollywood Knolls which already suffers from tremendous cut-through traffic at all times of the day and especially when any special event that's held at Universal or the Hollywood Bowl. How will that problem be solved by 36,000 additional daily vehicle trips? That's an 80 percent increase over current generated by this project.

NBC Universal expects to draw an additional 1.5 million tourists per year as a result of this project. I'd like to know how are those millions of extra tourists are accounted for in the DEIR.

We want NBC Universal to be financially healthy but not at our expense. We don't understand why one of the world's largest media companies needs to get into the residential property business. A wide and massive project three-quarters of Park La Brea not adjacent to the Metro Station as mandated by city policy. Why is it miles away on top of an impossibly congested Barham Boulevard?

We want production to stay in L.A. which is why we don't support destruction of the historic back lot and jeopardizing production jobs for a housing project which by NBC Universal's own admission will be sold off to a third party as soon as possible; so yes to a successful NBC Universal, yes to new jobs

but no to more traffic and no to another Park La Brea in our neighborhood.

PAUL McCARTHY: Thank you.

The next speaker.

MIKE McCUE: My name is Mike McCue and I have served for over three years on the Studio City Neighborhood Council and I just wanted to remind the commission that I think it's great to hear everyone's opinions. I want us to be dealing with the facts of the EIR and with the historic facts of what we have experienced in our communities' relationship with Universal Studios.

If you will recall back in the '90s there was a studio fire, the studio was ablaze and we could not get the fire out because there was no water pressure going up the hill. Now, fire is a very dangerous thing. We're talking about a matter of life and death.

And if you do a little bit of research, if you Google Universal Studios fires you'll find the reporting from the time back in the '90s and executives at Universal convinced the community and convinced your committee and the city officers that the water pressure problem had been solved after that tremendous fire and that there was no need for

concern, that the water pressure had been fixed.

Now, if you will recall just a couple of years ago there was another fire, the fire that destroyed the video library and the Back to the Future set and the fire department could not put it out because there was no water pressure; so this forces us, the citizens of Los Angeles, to conclude that the Universal executives have a credibility problem.

They've convinced us that there was a problem that was fixed with the water pressure. It was not and that particular fire caused us all loss of money, loss of job time and the embers that Mr. Hartz I believe it was who spoke earlier he talked about the embers coming down in people's backyards, some of them were three feet long.

And if you were here there was a column of toxic smoke going up almost a half mile into the atmosphere and then drifting northwards and coming down over the whole community. Now, what about those people that weren't home when those big embers were falling on their homes?

So I want to emphasize to the planning commission, infrastructure first. If the infrastructure cannot support it and the

infrastructure is having trouble supporting what we have now how can we possibly, how can we actually physically do this without major upgrades to infrastructure first? It's the most important thing we have to think of, infrastructure first, and we should demand that Universal bring back all those outsourced jobs before we even look at this proposal.

Thank you.

PAUL McCARTHY: Thank you, sir.

The next speaker.

Give us your name and spell your last name.

RICK GOMBAR: My name is Rick, last name is Gombar, G-O-M-B-A-R. I live at 3387 Blair Drive in the Hollywood Manor. I've lived there since 1978. Prior to -- over the years I have served on the Hollywood Knolls Community Club, on the board of directors and I've chaired numerous committees, I've worked with Universal in trying to resolve some of the negative impacts they've had on our community since 1978.

I was very -- intimately involved with the last attempt to develop their property and I can tell you that after watching over three hours of this I'm seeing a lot of the same things I saw the last time and it's difficult to watch a system that is flawed

continue to perpetrate in our community.

I was sitting in the second row here for about two and a half hours and the people -- many of the people that I saw coming up here to speak in favor of this project were written -- were reading preprinted speeches that all had the same tone. You can tell they were written by the same person and handed out for them to read and I trust when you review these letters and these comments you're already aware of this.

I'm also saddened by the fact that we've been given a 39,000-page document to review during the holiday season and then you call us out here at 4:00 in the middle of December of shopping time to comment on a project that is going to severely impact Burbank, North Hollywood, Hollywood, Studio City, Sherman Oaks, this entire community.

Because the main arteries that go from the Valley into Hollywood only -- only make that trip through Barham and on Cahuenga Pass and it's apparent by -- by the report that we're looking at, this 39,000-page document, that we can't not widen those streets. If, in fact, we have unmitigatable issues with the project, then the project shouldn't go forward.

Additionally, it would be illegal in my opinion for this board to not look at these two projects as one because they're right next to each other, first of all; and, number two, you're aware that they're going to do the second project; so it's putting your head in the sand to assume that one doesn't have to do with the other. They're both going to impact the community.

So, lastly, I want to say one thing and no one has mentioned this. Looking at that Blair Drive there, I live right on the ridge and I overlook the back lot. If you look at the homes there -- the 3,000 homes that they're planning on building and the 253 homes that exist in the Hollywood Manor, that's 10 times the amount of houses that are going to be built in the same area.

That density is impossible right now. And if you're going to add 10 times that density and say you're going to mitigate it by a street that goes through the property, it doesn't mitigate the issue with the traffic that's backed up on Barham and Cahuenga which is virtually gridlocked now.

So there should be a traffic study, in closing, that -- that mitigates this. And if we can't have a traffic study that mitigates this, then

unfortunately we can't have a project.

Thank you.

PAUL McCARTHY: The next speaker. Please give us your first name and spell your last name.

MIRIAM PALACIO: Hi, my name is Miriam Palacio and I'm a resident for over 30 years on Blair Drive in the Hollywood Manor. I'm also on the board of the Hollywood Knolls Community Club and also in the smart growth -- Communities United for Smart Growth.

I'm here to speak on my behalf and that of many of our neighbors. One of the biggest concerns that I have -- all of us have with this project is what you have continued to hear -- constantly hear is the traffic and the impact that approximately 3,000 residential units and a 500-room hotel will have on Barham Boulevard, Forest Lawn Drive, Cahuenga Park -- Pass, Lankershim, the Hollywood and the Ventura Freeways, as well as many of the other intersections in Hollywood and in the San Fernando Valley.

I can give you my own experience of traffic on Barham Boulevard. It presently -- and believe me, it happened last week -- it could take me anywhere from 25 to 45 minutes to drive 1.1 miles and that is from Pass Avenue to Blair Drive to my home during

peak hours; so I wonder if this project is approved how much longer it will take me to drive this 1.1 miles. This is something that you should check. You have to go out there during rush-hour traffic and see how impacted we are.

Universal also says that they can address all of our traffic concerns. Well, in the interest of better communication I'm asking them to show us the criteria that their traffic consultants used to arrive at their trip calculations so that we can all have an opportunity to review it because I cannot understand how 3,000 units with an average of two cars per unit and a 500-room hotel would not create havoc to our overcrowded infrastructure.

In the DEIR they imply that these residents will use public transportation. Well, I want to ask any of us here how many of us here came by public transportation? I don't know. It is ridiculous to assume that we will forfeit the comfort of our automobiles for the public transportation anytime soon.

Do you think that someone that spends over half a million dollars or more on purchasing one of these units in the back lot of Universal Studios is going to inconvenience themselves with the

Los Angeles public transportation with the inconvenient and minimal service that Los Angeles has mostly because of lack of ridership? And who is going to guarantee that they will all be working at Universal or downtown where the Metro now has service to and from?

Also, this premise assumes that the owners of these residences will not need their cars for work purposes, errands or picking up their children before the daycare closes. Every time that we attend a function prominently displayed with the location is the parking information, not the public transportation route.

Since Universal is implying that the residents will take public transportation, I am requesting that they show us a model city that they have succeeded in having the residents take public transportation over driving.

Not long ago I read in the newspaper how a condominium project in Glendale had been designed next to public transportation in hopes that the homeowners would use it. Unfortunately by the end of a three-month period every resident was back to their automobiles. Yes, this is what the newspaper said, every single resident.

Another very important issue for me and many of our neighbors --

PAUL McCARTHY: Okay, ma'am, we're running out of time.

MIRIAM PALACIO: Okay, I'm going to finish.

-- is that if the residential component of the project is allowed to proceed it will destroy the last historical and one of the very few back lot spaces in California for the film and television industry, an industry that is already damaged by runaway production.

I urge you to please consider and understand that we the homeowners cannot foresee any way of expanding the streets to facilitate traffic for this project. I have the right to get to my home within a reasonable time and the issue of traffic and how you would mobilize these additional cars needs to be first examined and resolved before any consideration be given to this project.

PAUL McCARTHY: Okay, thank you.

The next speaker.

BARBARA MONAHAN: Barbara Monahan-Burke.

PAUL McCARTHY: Is the last name B-U-R-K-E?

BARBARA MONAHAN: Pardon me?

PAUL McCARTHY: Is the last name B-U-R-K-E?

BARBARA MONAHAN: Actually let's just use Monahan, M-O-N-A-H-A-N.

And it's 4223 Wilkinson Avenue, Studio City. I'm a 34-year homeowner and city business owner.

I oppose the draft EIR for the Evolution and the out-of-scale project as it is.

Unavoidable impacts, those that having no possible mitigation are unacceptable. The first time I ever saw unavoidable impacts was on the Metro-Universal. I never saw it in about 10 years looking at all these plans that go through this city.

And that -- in addition to the proposed Metro-Universal project, which is seemingly invisible for purposes of this DEIR, I think that's absurd. It's right across the street, right across Lankershim from Universal's Evolution Plan and Metro-Universal is in Studio City. Studio City is thoroughly adjacent to all of this at Universal.

Our area is suburban; it is not urban and that is really important. We have urban, suburban and rural in the city. It is not all urban.

Temporary construction jobs are not warranted when Studio City and other communities are destroyed. This locale is for and has historically been for making films and television programs.

We also have CBS in Studio City; so this is historically what happens here and now all of a sudden we're in the residential business and other kinds of businesses. We need the films here, we need the television here and just having jobs come over from NBC doesn't make these jobs new coming from NBC in Burbank to here.

I would like to say that this particular DEIR asked for a sign district. Sign districts at this point are on hold and new ones, according to the city attorney, what was drafted within the city council and the mayor and I know it's evolving at this point, but at this point new ones are not being made and in this case it would destroy our visual environment, our air, our natural habitat, as well as create traffic and accidents which is shown in national studies I've studied to do with the science.

Within the Mulholland Drive Specific Plan within its jurisdiction the public has the scenic highway. It's the public's. It's not some -- some business' to take hold of and it's important to keep it with no interference from another entity.

Infrastructure is grossly inadequate for this dense project. It already is. Sewer and sludge and water, air quality, transportation, safety and we

need open space.

I'll finish with this.

We do need open space for quality air, trees, viable natural water for the Los Angeles River which is important to us in this area and the whole city as well as the San Fernando aquifer.

We need this open space for walkways and for bicycle paths and for all of us to be able to enjoy our environment, not only for us now but for future generations, for life, for eventual extinction of our community character and our earth and our lives would happen if we continue to approve these outrageously overdeveloped projects.

PAUL McCARTHY: Okay, thank you, ma'am.

The next speaker.

BARBARA MONAHAN: Thank you.

JASON GOLDKLANG: Hi, Jason Goldklang, G-O-L-D-K-L-A-N-G. I live at 3401 Blair Drive.

My property is up on the Manor, it actually borders directly on the back lot. My home was built in 1928. It's probably one of the first few homes built in the Hollywood Manor area. And before there were fences, before there was barbed wire, before there was Universal security swarming around protecting their property, the simple division

between my property and Universal was a property plate in the 1920s. It's still there dug into the ground saying "This is Universal Motion Pictures' property."

And I don't think back in the '20s when they built the Hollywood Manor community and when Universal had the Universal City filming movies they had any intention of what it has become. The theme park, a shopping mall and now to have residents there it really does a disservice to the history of the property.

And when I think about that then I look at what I deal with on a daily basis. What I deal with with Universal is a company that's really motivated by profits and greed, they care about what is going to make them the most money. And in this case they don't care about jobs, they don't about the unions, they don't care about the back lot history. They see an opportunity to make money.

I moved here from New York and I've seen this kind of -- I'm not going to go on about the traffic that people have spoken about. We all know it's pretty common sense bringing all of this in will bring a lot more traffic. But what I've seen in New York is what happens during that construction

process. New York City is currently building a new subway system which is outrageous in the middle of a dense city like New York.

The Second Avenue Subway system right now is 20 blocks long of construction. Right now in those 20 blocks 31 businesses in the first year of construction have gone out of business. Of the remaining businesses their sales are down 45 to 50 percent. The construction has a great impact; so at the end of the day, yes, they will have a subway but those businesses will be gone.

The property owners can't rent out their properties. The apartments in New York never are vacant; they're vacant. The property values of those buildings are going down.

So my question to Universal is as they will redo the highways, as they will redo the entire area, what kind of accommodations, what kind of compensation are they prepared to offer the businesses, the residents and the people who are affected by this -- by this plan?

I think plenty of people here have said a lot about all of the things wrong with the plan; so I'm not going to waste everybody's time, we've been here for three hours and go into it, but what I would

say is, you know, a good neighbor respects their neighbor across the fence and what I've seen in my short time here is Universal does what's good for them. They may throw up some smoke and mirrors and say they're doing something good for you but they don't.

Case in point, Halloween night is a profit-generating program, it makes millions of dollars for Universal and for years the residents of Hollywood Manor have been asking them to stop. It continues to this day 100 feet from our properties going on until well past midnight on weeknights. So that's just one sample of the kind of respect Universal has for its neighbors and this plan really again is disrespectful to its neighbors.

Thank you.

PAUL McCARTHY: Thank you, sir.

The next speaker.

MARY BERSTEIN: Hi, my name's Mary Berstein. 16-year resident. 5123 Corrine Boulevard, North Hollywood, 91601.

I call this the De-Evolution Plan. Sixty years here. I used to walk here when we had relatives visit. It was such a jewel as it should remain. We used to walk here and I used to pay 25

cents to get into the park.

People moved to this area because they had a dream, a dream that a community was safe, where people knew each other and -- and jobs were plenty. Working in the film industry was the most exciting job you could get and it still is. Universal Studios has been the jewel of the Valley. It was created to make films. Many, many great films were shot here and some have world acclaim, all over the world. I have been to Cannes and I have seen the respect that Universal Studios brings to the industry worldwide. This must continue, we must continue to stay in the film business. It's important to the city; it's important to the residents.

The residents in the surrounding communities managed to buy their homes many, many years ago because of the earnings that they made in the industry and some of them still do and more still can.

Comcast and, perhaps GE, who knows who's in the future plans for this wonderful property. We're the richest corporations, either one, in the world, in the world, they rule the world and here they are in our backyard. I say to them why not build where you're wanted, where you're welcomed.

Thank you.

PAUL McCARTHY: Thank you.

Our next speaker.

ALAN DYMOND: Good evening. My name's Alan Dymond, D-Y-M-O-N-D. I'm the president of the Studio City Residents Association. We currently have about 1,400 households. We represent residents in the North Hollywood Association.

I respectfully submit that the DEIR is legally inadequate and a revised DEIR must be prepared and circulated. It's also procedurally deficient.

This DEIR proposes an automobile-oriented development with significant and in some cases severe impacts. Yet, the DEIR even when it recognizes the significance of the impacts is quick to declare the impacts, quote, unavoidable rather than make a good faith effort to fully evaluate feasible alternatives and mitigation measures or present a proposal that doesn't have such an impact on the environment.

The DEIR evaluates a portion of the overall development scheme that NBC Universal-Thomas Properties Group propose that both sides of Lankershim Boulevard; yet it seems they are blind to what's happening straight across the street from them

and no real consideration is given to that fact.

The Public Resources Code 21002.1 and 21003.1 says the purpose of the DEIR is to relay to the public detailed information about a project before it is approved; so we are looking at an EIR and a DEIR in the initial state is to give us detailed information. This is woefully lacking in detailed information.

Also, CEQA guidelines 15088.5 in the Public Resources Code 21092.1 says, quote, when significantly new information is added to the EIR after public notice is given the availability of the DEIR but before certification of the EIR must be, must be, recirculated for public review.

I submit that this board here today has sufficient new information to incorporate into the DEIR that they must go out and basically do it again and talk about the Metro and because it's inadequate the city must recirculate after information's added which you have now to make it legally adequate. It would not be possible to rely upon the response to comments in order to cure the draft's inadequacies.

On brief review of the DEIR and I have not reviewed more than anybody else here has and I challenge anybody who's read 39,000 pages and good

luck to them on that one, significant unmitigated impacts can't be mitigated. These run from pages 255 through 373. They cannot be prevented and this is a quote, they cannot be reduced to a level of insignificance. In other words, they can't be helped, they can't bring them down to a level of insignificance where it won't affect anybody and that quote can be found on page 255.

What are all of these unmitigatable impacts? The one that scares me is solid waste. We all know what solid waste is and it cannot be mitigated. I have real concern on that.

I see my time is up; so I'm going to say very briefly apart from the other stuff is that the EIR must evaluate a more economically responsible, less impacting and more community-sensitive alternative and that in addition address the development across the street on the west side of Lankershim Boulevard.

Thank you.

PAUL McCARTHY: Thank you, sir.

The next speaker.

BETH DYMOND: My name is Beth Dymond, D-Y-M-O-N-D. 11615 Canton Place, Studio City, and I would like to tell the panel that I do

definitely agree with the comments of Council member Tom LaBonge. He mentioned the traffic which everybody else mentioned. He also mentioned the bike way and the river way which is not taken into consideration on this and it's a city-wide bike way that's being planned.

Also, the housing should move to the MTA site. This makes it much more practical than trying to get people to shuttle a mile away to the site.

There are major nonmitigatable issues in this expansion and either the traffic, the sewer or the noise and other issues must be mitigated for this expansion or this expansion must be redesigned. Whatever is built here will affect the southeast valley and the greater Los Angeles far into the future.

The residents and businesses deserve to have adequate time to read the -- read, consult experts and comment on the expansion. In the interest of good city planning I request that the planning department allow an additional 90 days on top of the other 90 days to file the responses. We are -- this was put on us just as the one on the other side of Lankershim over the holidays to give us inadequate time to take care -- to adequately respond.

And the other comment I would like to make I would agree with Francesca Corra on the tunnel. We were promised when the MTA site was built that a tunnel would be put between -- underneath Lankershim for the pedestrian traffic to get over to Universal. This was never built. The MTA and Universal have been fighting about who's supposed to do it. They ran out of money. Both sides and nobody is doing it.

If you've ever tried to drive down Lankershim when there's all this traffic, when there's pedestrian traffic trying to get across, it is extremely dangerous and the tunnel must be built.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

PAMELA LUNDQUIST: My name is Pamela Lundquist. Last name is spelled L-U-N-D-Q-U-I-S-T. I'm a resident of Calabasas, California. I'm here to represent the Blanchard family, Frederick Woodward Blanchard.

This is referring to section SR-1 in the DEIR which is the southeastern corner of the project on Cahuenga. Frederick Woodward Blanchard was a pioneer in Los Angeles during the early 1900s. He was involved in about every major project in the area

including the county roads initiative. He brought the first art gallery west of Chicago called Landry Music and Art Building on Broadway. He was also one of the founders and first president of the Hollywood Bowl. He was involved in the City Hall project and really almost any major project that you could think of in the early 1900s. He and his sister Elizabeth Hartwell -- Landry-Hartwell purchased the property in 1910, 67 acres and developed an estate of two residences and a gate house. I have a photograph that shows this area in 1915 and I will leave this with you.

They're the only residents on the property. As you can see the San Fernando was completely undeveloped in this area. Their only neighbors was Universal Studios. They had a good relationship with them. My grandfather and my great-grandfather worked at Universal. They were in the music industry.

There are a lot of fond stories in the family about that relationship as well as many visits by the family to where the homes were located, my mother lived there, and also to Universal because my great-grandfather and grandfather worked there; so we have very fond memories of the relationship with Universal. Having said that, we also have very fond

memories of these relatives and the residents on this property.

There are remnants of these two estates that have a lot of historical value to the area. This I don't believe has been mentioned by anyone tonight because there are probably not that many people around to remember or that are aware of what used to be there.

The family built very unique systems of -- of basically a reservoir. There are still remnants of the property including a cave that they built that they would use to walk around the property when it was raining, a lot of manmade features innate to the area.

The family has not taken a position on the property. We wanted to wait until the Draft Environmental Impact Report came out. At this point we need more information. We think it's only fair that Universal give us the opportunity to visit of the property since we are witnesses to what was there and can verify a lot of the things that could not be verified otherwise.

We did have the opportunity to meet with the archeologist but we haven't met with Universal. We would like to do that and we would like to see all

the documents that the archeologist worked on to verify what was on the property. We appreciate the fact that --

I know my time's up; so I'll wrap up.

-- but we appreciate the fact that the historical significance of Frederick Woodward Blanchard and these estates were noted in the Draft Environmental Impact Report. We were concerned they wouldn't be given a fair review and they were.

And I'd also like to thank Jon Foreman for working with the family to update us on the project and it's our hope that we will get that opportunity to visit the property as a witness and also to see all the documents.

Thank you.

PAUL McCARTHY: And does Mr. Foreman have your telephone number?

PAMELA LUNDQUIST: He does.

PAUL McCARTHY: Very good. Thank you.

The next speaker.

EDITH McCLURG: Good evening. My name is Edith McClurg, M-C, C-L-U-R-G. I am a resident of the Hollywood Knolls and I have been so for 22 years.

Excuse me. I'm talking now. Thank you.

I moved into the neighborhood because I had

lived near the Hollywood Bowl on High Tower Drive and was inundated by all of the traffic by the Hollywood Bowl all season long and when I saw the area of the Hollywood Knolls I said this is the area where I'd love to live. I face the land around the reservoir and I have a view of the Hollywood sign up to my left.

And not long after I moved in I noticed in the morning and the evening there was an awful lot of traffic going by below my house and I couldn't figure out -- you know, that aren't that many people living in this area where is all this traffic coming from? This is 22 years now.

Morning and evening I have cut through traffic where people are trying to get from Hollywood over into the Universal area, the Studio City area, and in the evening it's coming back in the other direction. Now, that's because there's not enough of street that is a major thoroughfare for these people to go on; so they've found a place where they can get 5 or 10 minutes taken off of their commute time and it's, you know, the exhaust, the fumes, the noise is an invasion of my little piece of heaven.

To understand that there would be 30,000 units added to the -- that area coming down

Barham, it is insane that there would be that much built and it would be okay. It's not okay. We will never be able to get to the grocery store and back in an hour or an hour and a half. Sometimes it takes 35 to 40 minutes to come from the Warner Brothers Studio to get up my hill, literally creeping, creeping, creeping because of everything, trying to get to Cahuenga and make their further trip.

And it's not just because of people working in that area. It's people coming from Pasadena, Glendale who come on the 134, they get off the Riverside and then they -- you know, that lake -- oh, shoot, that street that comes along and then it turns up Barham.

UNIDENTIFIED SPEAKER: Forest Lawn.

EDITH McCLURG: Forest Lawn Drive. Thank you very much.

And so I see that all feeding into the -- and that's where, you know -- and so I just don't go to the store after 4:00 p.m. I've had to change the way that I take care of my life because I can't get to the store and back in under an hour. That's ridiculous; so to add more and more and more car trips a day is really insane and I think that this should be rethought entirely.

Thank you.

PAUL McCARTHY: Thank you.

The next speaker.

We don't have any other parties wishing to speak?

STEPHEN VOLZ: I'm Stephen Volz. I'd like to speak.

PAUL McCARTHY: Have you signed up?

STEPHEN VOLZ: I did sign up.

PAUL McCARTHY: Okay, we called your name previously. Go ahead.

STEPHEN VOLZ: Stephen Volz. Find my name.

PAUL McCARTHY: We found it, yeah. Please spell your last name.

STEPHEN VOLZ: Volz, V-O-L-Z, V-O-L-Z.

PAUL McCARTHY: You may proceed.

STEPHEN VOLZ: Stephen Volz.

PAUL McCARTHY: Yeah, go ahead.

STEPHEN VOLZ: I've lived here for many years, like 52 years. I'm 58 years old; so since I was 8 years old. I've watched it change from a two-car lane to a four-car lane but that's part of my deal, that's part of my -- that's part our growth. It's part of the deal and Universal has a wonderful plan. I -- I don't know them as much. I used to work up

here at one time. I've done different things.

But I'll let you know this, to not let this happen would be wrong for our city and I want -- I want to make it really clear to you guys. I'm pretty -- you know, I'm just talking to you. I'm sitting here, man. I've lived here for 58 years, right, 58 years. I've lived here for so many years and I've watched Universal expand and be a part -- it was a chicken ranch at one time and then it became a really wonderful thing and I really believe in their development plan, I really believe in it. I -- I am so for the change.

It's weird to get older. You're not -- you're not -- you're not younger than me. Come on, I'm 58 years. You're 68. Come on, come on.

But just realize what's gonna happen. Change happens. Traffic happens. It happens in our lives. It's just part of our deal. It's fantastic. I want to make sure that Universal -- it's part of my life. It's part my life. I want to say hello to you and enough said, okay.

PAUL McCARTHY: Thank you.

STEPHEN VOLZ: Thank you.

PAUL McCARTHY: Do we have any other speakers, anyone else who signed up who hasn't had an

opportunity to speak? Very well.

UNIDENTIFIED SPEAKER: Can you tell us what the process is from now?

PAUL McCARTHY: Yes, I'm going to get to that.

We're going to conclude the public hearing to obtain comments on the draft EIR and as indicated earlier if you wish to send in additional written comments, material, comments made tonight that have stimulated some thought and you get some new ideas, then you can mail in your comments to us. Remember the deadline is February 4th the end of business, February 4, 2011, to send in written comments on the EIR.

At some point after that there will be a public hearing scheduled both for the county and for the City of Los Angeles that will be on the project.

So with that, do you need the address where to mail it to, ma'am? Are you familiar with the address?

PAMELA LUNDQUIST: Yes, I am.

PAUL McCARTHY: Okay. You have that address.

So with that we'll conclude this meeting regarding the draft EIR and all of those names that have -- that you signed up, the speakers, you have been added to the interested parties list and anybody

who wants to be added to the interested parties list can sign up for that at the ballroom door.

And, of course, if you were parked in the parking structure and you have your ticket, you can get a validation as well.

So this meeting is now concluded.

Thank you for coming.

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I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: _____

_____
MARIANNA DONNER, CSR, RPR, CLR
CSR No. 7504

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That the foregoing proceedings were taken before me at the time and place herein set forth; that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction; further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: _____

_____
LAURA YIM
CSR No. 9921