Appendix B

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP)

will be provided as part of the NBC Universal Evolution Plan Final EIR

Appendix C

Initial Study

Appendix C-1

Initial Study

EAF/Initial Study

Universal City Vision Plan

Prepared for:

City of Los Angeles
Planning Department
200 N. Spring Street
Los Angeles, California 90012

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

July 10, 2007

Environmental Assessment Form (EAF)

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

EAF Case No.:_____ ZA Case No.:_____ CPC Case No.:_____
Council District No.: 4 Community Plan Area: Sherman Oaks-Studio City-Toluca Lakes-Cahuenga Pass
PROJECT ADDRESS: 100 Universal City Plaza, Universal City, CA 91608
Major Cross Streets: Barham Boulevard and Lankershim Boulevard
Name of Applicant: Universal City Studios LLLP, L.P.
Address: 100 Universal City Plaza, Universal City, CA 91608
Telephone No.: (818) 777-2562 Fax No.:_____ E-mail: _____

OWNER

Name: Universal City Studios LLLP, L.P.
Contact Person: Thomas G. Smith
Address: 100 Universal City Plaza
Universal City, CA 91608
Telephone No.: (818) 777-2562
Signature: Thomas G. Smith

APPLICANT'S REPRESENTATIVE
(Other than Owner)

Name: Latham & Watkins
Contact Person: Sharon Keyser
Address: 633 West Fifth Street, Suite 4000
Los Angeles, CA 90071
Telephone No.: (213) 485-1234
Signature: Sharon Keyser
(Applicant's Representative)

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect entire project, not just area in need of zone change, variance, or other alteration.

NOTE: The exhibits are IN ADDITION TO those required for any case for which the Environmental Assessment Form is being filed.

A. **2 Vicinity Maps** (8-1/2"x 11 ") showing, nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area circled.
B. **Radius/Land Use Maps** (1"=100'scale) showing land use and zoning to 500 feet (100 feet of additional land use beyond the radius for alcoholic beverage cases); I 00'radius line (excluding streets) okay for Coastal building permits 300' for site plan review applications.
C. **Plot Plans** showing the location and layout of proposed development including, dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
D. **Application**- a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
E. **Pictures** - two or more pictures of the project site showing walls, trees and existing structures.
F. **Notice of Intent Fee:** a check in the amount of $25 made out to the **County of Los Angeles** for the purpose of filing a Notice of Intent to Adopt a Negative Declaration as required by ξ 15072 of the State CEQA Guidelines.

ENVIRONMENTAL ASSESSMENT
APPROVED BY: _____ DATE: _____

APPLICATION
ACCEPTED BY: _____ DATE: _____

RECEIPT NO.: _____

I. Project Description:

Briefly describe the project and permits necessary (i.e., Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion: The Project involves the development of approximately 1.56 million net new square feet of various commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room hotel and 2,937 multi-family residential units, along with new parking facilities and on-site circulation improvements.

Will the project require certification, authorization, clearance or issuance of a permit by any federal, state, county, or environmental control agency, such as Environmental Protection Agency, Air Quality Management District, Water Resources Board, Environmental Affairs, etc.? If so, please specify:
Yes, LAFCO (Annexation and Detachment Approval); Los Angeles Regional Water Quality Control Board (NPDES), etc.

II. Existing Conditions:

A. Project Site Area approximately 391 acres
Net and same Gross Acres same
B. Existing Zoning: City: C1, C2, PB, P, RE15, RE20, R1, RE40; County: M-1½
C. Existing Use of Land: Studio, Production, Office, Theme Park, Tram Tour, Retail/Restaurant, Cinema/Theater, Child Care
Existing General Plan Designation: City: Regional Center, Community Commercial, Limited Commercial, Medium Density Housing, Very Low Density Housing, Minimum Density Housing
County: Major Industrial and Major Commercial
D. Requested General Plan Designation: City: Regional Commercial and Universal Village Specific Plan; County: Universal Studios Specific Plan
E. Number: 35 buildings of 1,000 sq.ft. or more, 18 buildings of less than 1,000 sq.ft., removal of 24 trailers and production sets.
type: various and age: various of structures to be removed as a result of the project. If residential dwellings (apts. single-family, condos) are being removed indicate the: number of units: N/A and average rent: $ N/A
Is there any similar housing at this price range available in the area? N/A
If yes, where: N/A
F. Number 3,688 Trunk Diameter various and type various of existing trees.
G. Number 3,688 Trunk Diameter various and type various of trees being removed (identify on plot plan). (Refer to City and County Tree Reports.)
H. Slope: State percent of property which is:
approx. 59% Less than 10% slope approx. 6% 10-15% slope approx. 35% over 15% slope.
If slopes over 10% exist, a topographic map will be required. Over 50 acres, 1"=200' scale is okay
I. Check the applicable boxes and indicate the condition of the Plot Plan: There are (X) natural or man-made drainage channels, (X) rights-of-way and/or ( ) hazardous pipelines crossing or immediately adjacent to property. ( ) None of the above.
J. Grading: (specify the total amount of dirt being moved)
0-500 cubic yards
Total (Cut/Fill): 2.9 million cubic yards if over 500 cubic yards, indicate amount of cubic yards.
K. Import/Export: Indicate the amount of dirt being imported or exported: Total Import/Export: 750,000 cubic yards.

*** Projects involving import/export of 1000 cubic yards or more are required to complete a Haul Route Form and Haul Route Map.**

If project involves more than one phase or substantial expansion or changes of existing uses, please document each* portion separately, with the total or project details written below. Describe entire project, not just area in need of, zone change, variance, or other alteration.

III. Residential project (if not residential, do not answer)

A. Number of Dwelling Units
Single Family/Apartment/Condominium 2,937 units (a mix of small lot subdivision, condominiums, and apartments)

B. Number of Dwelling Units with:
One bedroom To be determined Two Bedrooms To be determined
Three Bedrooms To be determined Four or more bedrooms To be determined

C. Total number of parking spaces provided Per Specific Plans

D. List recreational facilities of project. To be determined

E. Approximate price range of units $ To be determined to $ To be determined

F. Number of stories 2 - 19 height up to 900 feet above mean sea level (up to 30 to 280 feet above existing grade)

G. Type of appliances and heating (gas, electric, gas/electric, solar) To be determined
Gas heated swimming pool? To be determined

H. Describe night lighting of the project low-level security and street lighting
(Include plan for shielding light from adjacent uses, if available)

I. Percent of total project proposed for: Building 50%
Paving 20%
Landscaping 30%

J. Total number of square feet of floor area. To be determined

IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section). Describe entire project, not just area in need of zone change, variance, or other alteration. [County and City]

A. Type of use: Studio, Production, Office, Theme Park, Tram Tour, Retail/Restaurant, Cinema/Theater, Hotel, Child Care

B. Total number of square feet of floor area 1.56 million square feet of net new commercial (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition) and a 500-room hotel

C. Number of units if hotel/motel 500

D. Number of stories 1 - 35, height up to 1,000 feet above mean sea level (up to 40 to 350 feet above existing grade)

E. Total number of parking spaces provided: Per Specific Plans

F. Hours of operation 24 hours/day Days of operation seven days a week

G. If fixed seats or beds involved, number To be determined

H. Describe night lighting of the project low-level security, street lighting, signage, architectural and thematic lighting

I. Number of employees per shift To be determined

J. Number of students/patients/patrons To be determined

K. Describe security provisions for project standard security measures to be included in project design; operation to include on-site private security officers

L. Percent of total project proposed for: Building 50%
Paving 20%
Landscaping 30%

Historic/Architectural Significant Project

Does the project involve any structures, building, street lighting systems, spaces, sites or components thereof which may be designated or eligible for designation in any of the following: (please check)

- ☐ National Register of Historic Places No.
- X California Register of Historical Resources Project Site may include potentially eligible structures
- X City of Los Angeles Historic Cultural Monuments Project Site may include potentially eligible structures
- ☐ Within the City of Los Angeles Historic Preservation Overlay Zone (HPOZ) No.

V. Hazardous Materials and Substances Discharge

Does the project involve the use of any hazardous materials or have hazardous substance discharge? If so, please specify. Various types of miscellaneous materials associated with studio production, entertainment, and other onsite uses.)

A. Regulatory Identification Number (if known) N/A
B. Licensing Agency N/A
C. Quantity of daily discharge N/A

VI. Stationary Noise Clearance - A clearance may be necessary certifying the project's equipment (i.e., air conditioning) complies with City Noise Regulations.

The Draft EIR for the proposed Project will include a Noise Study.

VII. Selected Information:

A. Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s): US-101 Freeway (85 feet away at closest point); Barham Boulevard (major), Lankershim Boulevard (major), Ventura Boulevard (major) and Cahuenga Boulevard (major and secondary)

B. Air: All projects that are required to obtain AQMD permits (see AQMD Rules and Regulations) are required to submit written clearance from the AQMD indicating no significant impact will be created by the proposed project.*

C. Noise: Projects located within 600 feet of railroad tracks indicate the number of trains per day.
   Day: 7:00 a.m. to 10:00 p.m. N/A
   Night: 10: 00 p.m. to 7:00 a.m. N/A

VIII. Mitigating Measures:

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment. To be provided in Draft EIR.

* Contact the South Coast Air Quality Management District at 572-6418 for further information.

** For information, contact:

Southern Pacific Train Dispatcher	629-6569
Union Pacific Engineering	725-2313
Santa Fe Train Master	267-5546

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED;

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

I, Thomas G. Smith
Owner (Owner in Escrow)*
(Please Print)

I, SHARON KEYSER
Consultant*
(Please Print)

Signed: Thomas G. Smith
Owner

Signed: Sharon Keyser
Agent

being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief

State of California, County and City of Los Angeles

Signed:_____ Notary Subscribed and sworn to before me this _____day of_____, 20___ (NOTARY or CORPORATE SEAL)	Signed:_____ Notary Subscribed and sworn to before me this _____day of_____, 20___ (NOTARY)

* If acting for a corporation, include capacity and company name.

CALIFORNIA JURAT WITH AFFIANT STATEMENT

State of California
County of Los Angeles } ss.

☒ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–5 to be completed only by document signer[s], *not* Notary)

1
2
3
4
5
6 _____ Signature of Document Signer No. 1 _____ Signature of Document Signer No. 2 (if any)

Subscribed and sworn to (or affirmed) before me on this 9th (Date) day of July (Month), 2007 (Year), by

(1) Thomas G. Smith (Name of Signer),

☒ Personally known to me
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me (.) (,)

(and

(2) _____ (Name of Signer),

☐ Personally known to me
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me.)

Karen A. Schmitt
Signature of Notary Public

KAREN A. SCHMITT
Commission # 1519312
Notary Public - California
Los Angeles County
My Comm. Expires Nov 11, 2008

Place Notary Seal Above

OPTIONAL

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Document Date: _____ Number of Pages: _____

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State of California

County of LOS ANGELES } ss.

☒ See Attached Document (Notary to cross out lines 1–6 below)
☐ See Statement Below (Lines 1–5 to be completed only by document signer[s], *not* Notary)

1
2
3
4
5
6

Signature of Document Signer No. 1

Signature of Document Signer No. 2 (if any)

Subscribed and sworn to (or affirmed) before me on this 9th (Date) day of July (Month), 2007 (Year), by

(1) SHARON KEYSER (Name of Signer),

☒ Personally known to me
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me (.) (,)

(and

(2) _____ (Name of Signer),

☐ Personally known to me
☐ Proved to me on the basis of satisfactory evidence to be the person who appeared before me.)

VERONICA ALMANZA
Commission # 1635825
Notary Public - California
Los Angeles County
My Comm. Expires Jan 7, 2010

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

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Initial Study

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I. Introduction

I. INTRODUCTION

INTRODUCTION

The subject of this Initial Study (IS) is the proposed Universal City Vision Plan (the "Project"). The Project is proposed to occur across an approximately 391-acre site in Universal City (the "Project Site"). The Project Site is located approximately two miles north of Hollywood and approximately one and one-half miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway). Universal City Studios LLLP, L.P. (the "Applicant") proposes the development of approximately 1.56 million square feet of various types of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room hotel, and 2,937 multi-family residential units. The proposed Project proposes new development across all of the major types of land uses that occur on the Project Site; e.g., CityWalk, theme park, tram tour, studio, production, retail, office and hotel uses, in addition to the introduction of residential uses onto 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 generally bounded by the Los Angeles County Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Boulevard and residences to the east, and Lankershim Boulevard and Metro's Red Line Universal City Station to the west. The Project Site is located in both the County of Los Angeles (the "County") and the City of Los Angeles (the "City") and currently includes approximately 95 acres (24.4 percent of the total Project Site area) located within the City, and 296 acres (75.6 percent) located in the County. The proposed Project also proposes annexation of approximately 76 acres of the site from the County's jurisdiction to the City of Los Angeles, and 32 acres from the City's jurisdiction to the County, for an overall net change of 44 acres from the County to the City. Should the annexation process be completed, approximately 139 acres of the Project Site would be located within the City of Los Angeles, and the remaining 252 acres of the Project Site would be located within the unincorporated area of Los Angeles County.

Project Information

Project Title:	Universal City Vision Plan
Project Location:	Universal City
Project Applicant:	Universal City Studios LLLP, L.P.
Lead Agency:	City of Los Angeles Department of City Planning 200 North Spring Street Los Angeles, California 90012

Organization of the Initial Study

This Draft Initial Study is organized into five sections as follows:

Introduction: This section provides introductory information such as the proposed Project title, the Project applicant, an overview of the proposed Project itself, and the lead agency for the proposed Project.

Project Description: This section provides a detailed description of the environmental setting and the proposed Project, including Project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed Initial Study (IS) Checklist.

Environmental Impact Analysis: This section provides an assessment and discussion of environmental impacts for each environmental issue identified in the IS Checklist. For those analyses that conclude that the proposed Project may result in a potentially significant effect, further analysis in an EIR is required.

Preparers of the Initial Study and Persons Consulted: This section provides a list of individuals from the City and other governmental agencies, as well as consultant team members, who participated in the preparation of this IS.

II. Project Description

II. PROJECT DESCRIPTION

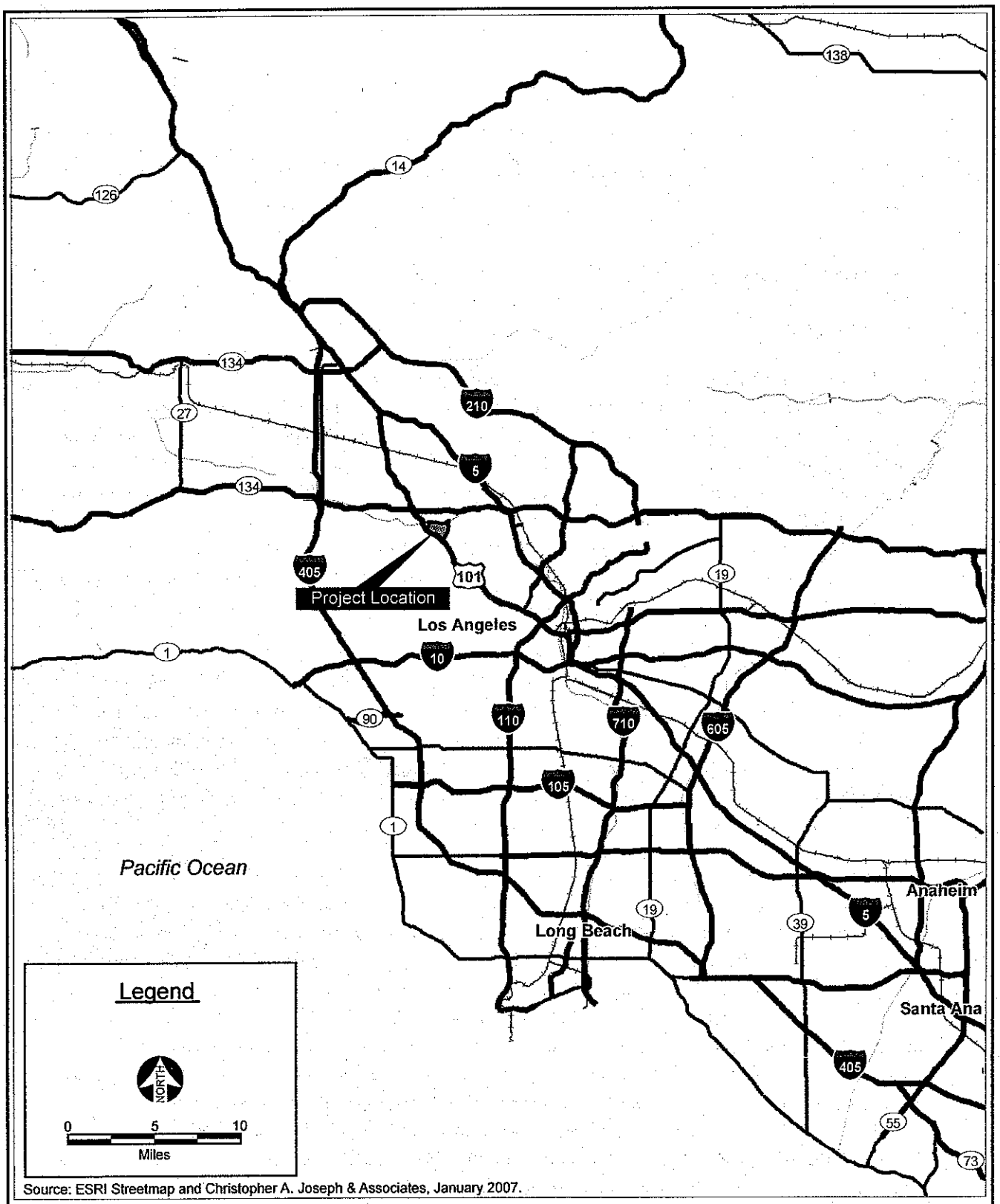
ENVIRONMENTAL SETTING

Project Location

The Universal City Vision Plan is proposed to be developed on an approximately 391-acre site, which is located two miles north of Hollywood and 10 miles northwest of downtown Los Angeles, in central Los Angeles County (the "Project Site"). The Project Site is also located approximately 1.5 miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway). The Project Site is generally bounded by the Los Angeles River Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Boulevard and residences to the east, and Lankershim Boulevard and Metro's Red Line Universal City station to the west. The Project region and vicinity are shown in Figures II-1 and II-2 on pages II-2 and II-3, respectively. An aerial photograph of the Project Site and its relationship to surrounding communities is shown in Figure II-3 on page II-4.

The Project Site is located within the foothills of the north face of the Santa Monica Mountains and is topographically segmented into three general areas: (1) the relatively flat northern and western portion of the site located adjacent to the LAFCC and Lankershim Boulevard; (2) a plateau in the center of the property (commonly referred to as the "top-of-the-hill"); and (3) an eastern area that includes some sloping terrain along the Project Site's eastern boundary. The Project Site has been extensively developed over the past 90 years, although the eastern portion of the Project Site is largely underdeveloped but has some limited existing production and entertainment uses.

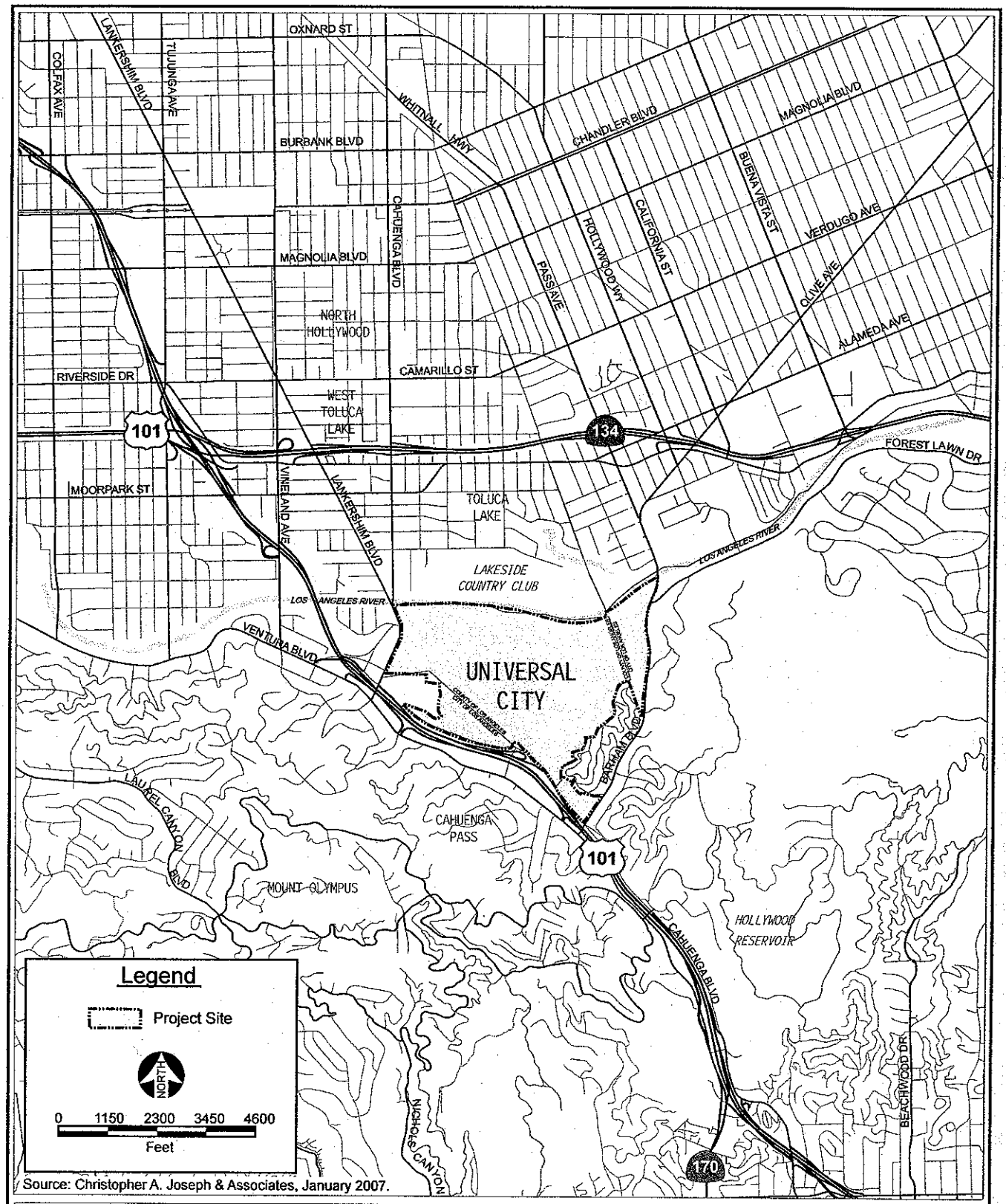
The Project Site is located in two jurisdictions, and currently includes approximately 95 acres (24.4 percent of the total Project Site area) located within the City of Los Angeles, and 296 acres (75.6 percent) in the unincorporated area of Los Angeles County. The portion of the Project Site within City jurisdiction involves primarily three non-contiguous areas surrounding the County portion, with small areas along the northern boundary of the Project Site also located within the City of Los Angeles. Proceeding clockwise from the north, these three areas are as follows: (1) approximately 47 acres at the northeastern corner of the site along Barham Boulevard; (2) approximately 11 acres at the southeastern corner of the Project Site along Barham Boulevard and Coral Drive; and, (3) approximately 35 acres along the southern and southwestern portion of the Project Site, adjacent to the Hollywood Freeway, which also extends to include a limited amount of frontage along the south side of Universal Hollywood Drive as it extends towards Lankershim Boulevard. The portion of the Project Site within County jurisdiction is a contiguous area encompassing most of the northern, central and western portions of the Project Site.



Source: ESRI Streetmap and Christopher A. Joseph & Associates, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

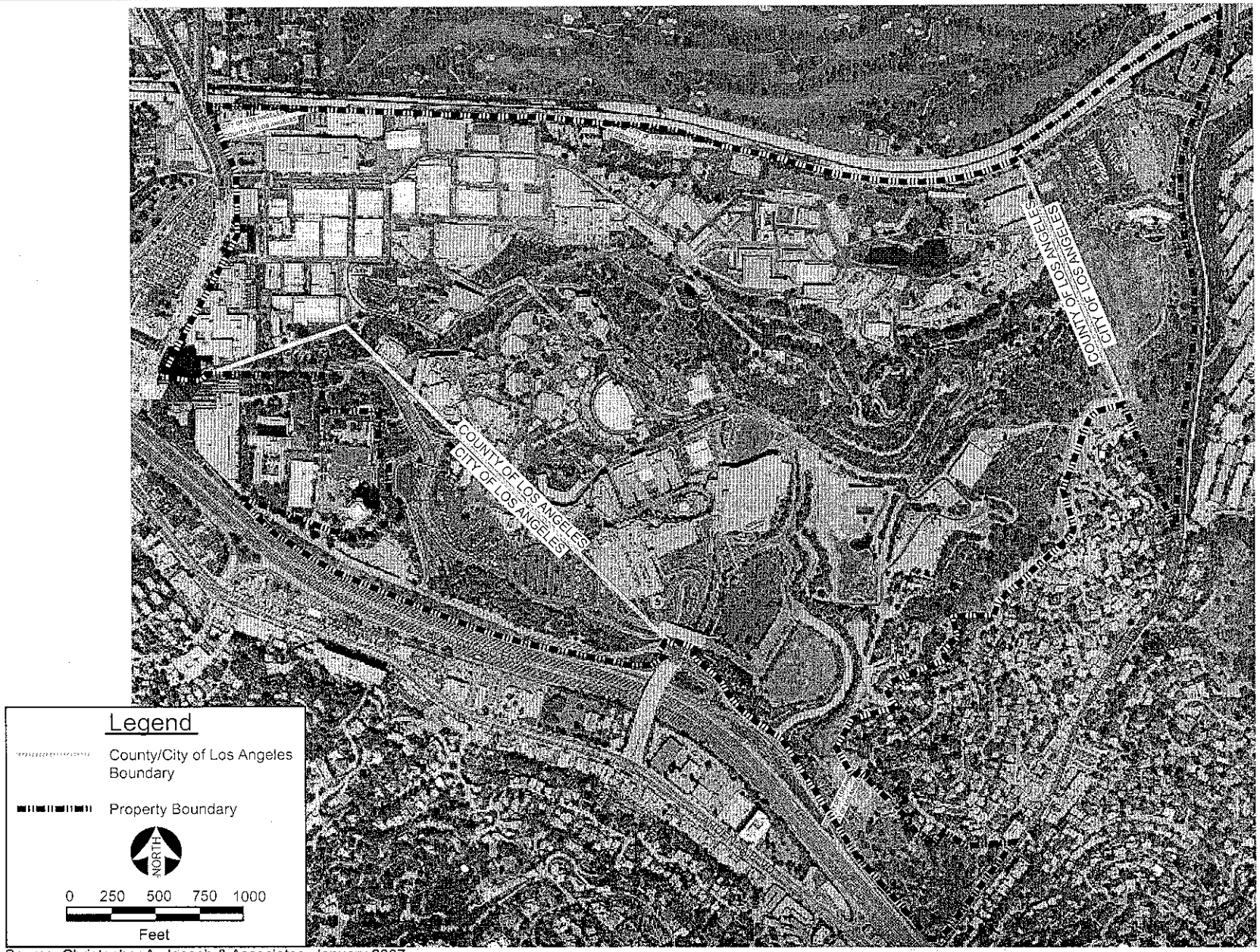
Figure II-1
Regional Vicinity Map



Source: Christopher A. Joseph & Associates, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-2
Project Location Map



Source: Christopher A. Joseph & Associates, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-3
Aerial Photograph of Project Site

Existing Setting of the Universal City Project Site

The Universal City Project Site is presently developed with the following three principal land uses: (1) studio production (movie, television and commercial) and studio office uses, (2) theme park, tram tour, and related uses, and (3) retail/restaurant/theater/entertainment uses. The Project Site currently consists of approximately 4.3 million square feet of development distributed as shown in Table II-1, below:

Table II-1
Existing Uses

Land Use	Size (sf of building area) [a]
Studio/Studio Office/Office	2,634,095
Entertainment	775,132
Entertainment Retail	656,144
Amphitheater	110,600
Total	**4,175,971**

Note: sf = square feet.
[a] *Includes the development of interim projects.*
Source: NBC/Universal, 2007; Christopher A. Joseph & Associates, 2007.

The Project Site also includes numerous production sets, the Universal Studios Tram Tour and related parking, which do not account for floor area.

As part of an on-going operations at the Project Site, additions and changes to the Project Site occur on a continuous basis. Interior and exterior improvements are constantly underway on the Project Site. It is expected that such activities will continue during the Vision Plan process with the City and the County. During the review process for the Vision Plan, it is anticipated that the Applicant will construct additional studio, theme park and CityWalk related facilities as part of their on-going business activities. It is expected that these projects will also include the relocation of existing outdoor sets, new and renovated theme park attractions and the construction of new parking facilities.

LAND USE AND ZONING DESIGNATION

The portions of the Project Site that are 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 portions of the Project Site located within the City are as follows: (1) Northeast Area Along Barham Boulevard -- designated Limited Commercial and Very Low Density Housing by the Community Plan, with a corresponding zoning of C1 and RE20, respectively; (2) Southeast Area Along Barham Boulevard—designated Very Low and Minimum Density Housing by the Community Plan, with a corresponding zoning of RE20 and RE40, respectively; and (3) South and Southwestern Area-designated Regional Center, as well as Medium and Minimum Density Housing, with a variety of zoning designations including C2, PB, P, RE15 and RE40. 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 by 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, across all areas under County jurisdiction, is M-1½.

DESCRIPTION OF SURROUNDING AREA

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 LAFCC and arterial roadways. The Lakeside Country Club, Toluca Estates and the Toluca Lake single-family residential areas are located across the LAFCC to the north. Other movie studio and entertainment production companies are located east of Toluca Lake in the Burbank Media District, including, but not limited to, Warner Bros. Studios, along with commercial development along Olive Avenue (which is the extension of Barham Boulevard in the City of Burbank). The Hollywood Knolls residential area adjoins the Project Site to the east, with apartment development to the northeast (across Barham Boulevard). The Hollywood Manor residential area is part of the larger Hollywood Knolls residential area that is adjacent to the Project Site. Immediately to the southwest of the Project Site, on land that was formerly part of the Project Site, are commercial uses including 10 Universal City Plaza (formerly known as the Texaco Tower), the Sheraton Universal Hotel, and the Universal City Hilton and Towers Hotel. One to five-story retail and office development, a church, a park, and a mixed-use development and townhomes currently under construction are located to the south (across the Hollywood Freeway and north of Cahuenga Boulevard West), with more retail and office development, as well as the Studio City and Cahuenga Pass residential areas located farther to the south (south of Cahuenga Boulevard). The Metro Red Line Universal City station, the Campo de Cahuenga and multi-family residential development are located west of the Project Site (across Lankershim Boulevard). In addition, a mixed-use development is currently proposed on the site of the Universal Red Line station.

With regard to nearby residential areas, seven residential neighborhoods/associations are located in the vicinity of the Project Site. These neighborhoods are listed below and are mapped on Figure II-4 on page II-8:

Adjacent Residential Neighborhoods

- Toluca Lake Homeowners Association;
- Hollywood Knolls Community Club; and
- The Island (which is part of the larger Studio City Residents Association).

Nearby Residential Communities

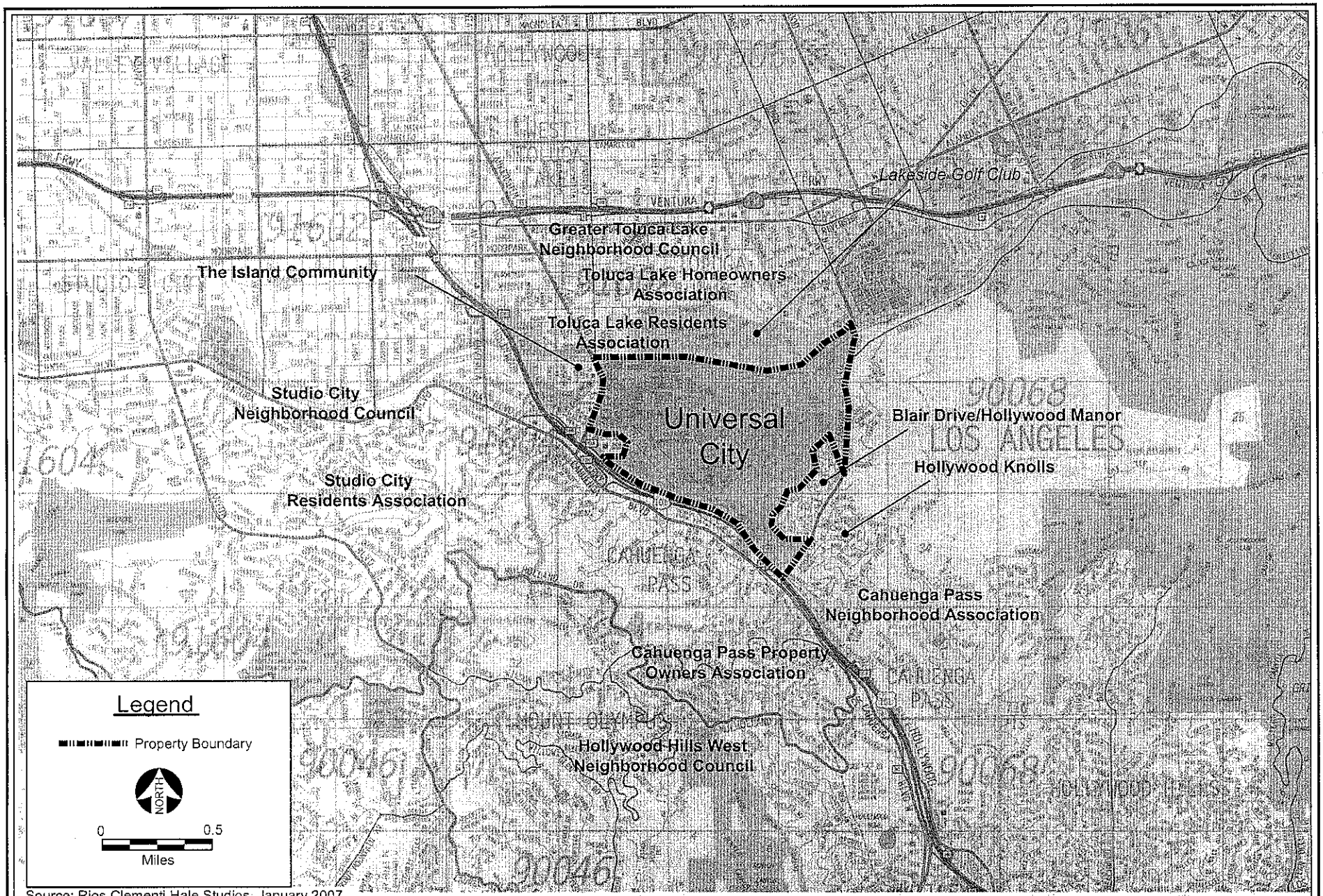
- Toluca Lake Residents Association;
- Cahuenga Pass Property Owners Association;
- Cahuenga Pass Neighborhood Association; and
- Studio City Residents Association.

PROJECT CHARACTERISTICS

The Universal City Vision Plan (the "Project") 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 contributes to meeting the future housing needs of the eastern San Fernando Valley. The Project Site, for planning purposes, has been divided into the following four development districts: (1) Entertainment District; (2) Studio District; (3) Business District, and (4) Universal Village. These four development districts are shown on an aerial photograph of the Project Site in Figure II-5 on page II-9.

The Project proposes the development of approximately 1.56 million square feet of net new studio production, office, entertainment and retail uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), and a 500-room hotel. In addition, 2,937 residential dwelling units are proposed to be constructed within the portion of the Universal Village District that is located south of Lakeside Plaza Drive. A total of approximately 180,000 square feet of community- and neighborhood-serving retail as well as community serving uses (e.g., community center) would be developed as part of, and to support, the proposed on-site residential development. The net new square footage of the proposed Project is 1.56 million square feet of commercial development. The proposed Project is expected to provide a number of off-site transportation improvements. Table II-2 on page II-10 provides a summary of the proposed Project.

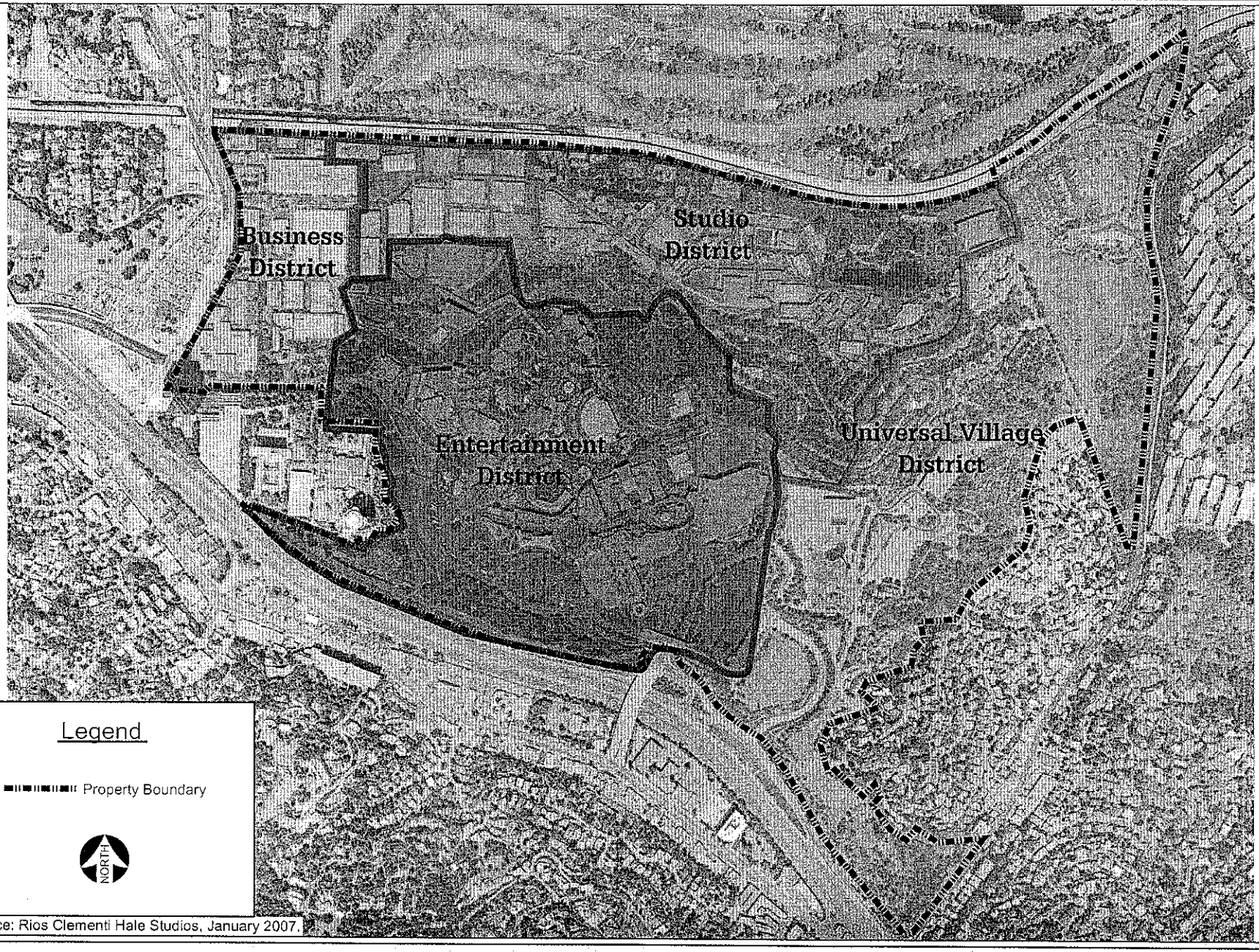
The Applicant, in addition to the proposed development described above, is seeking approval from the Local Agency Formation Commission (LAFCO) to annex approximately 76 acres (within the Back Lot District) from the County's jurisdiction into the City of Los Angeles and 32 acres from the City to the County, for an overall net change of 44 acres from the County to the City. This will have the effect of placing the proposed residential development within the Universal Village District under the jurisdiction of the City of Los Angeles. 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.



Source: Rios Clementi Hale Studios, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-4
Universal City Surrounding Neighborhood and Communities



Source: Rios Clementi Hale Studios, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-5
Proposed Development Districts

EQUIVALENCY PROGRAM

An Equivalency Program to provide flexibility for modifications to land uses and square footages has been proposed as part of the Project in order to respond to the future needs and demands of the Southern California economy and changes in Project requirements. The Equivalency Program defines a framework within which land uses can be exchanged for certain other permitted land uses so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. All permitted Project land use increases can be exchanged for corresponding decreases of other land uses under the proposed Equivalency Program.

PROJECT CONSTRUCTION/PHASING SCHEDULE

The proposed Project would be developed over a period of approximately 21 years in a number of phases. The Applicant anticipates that construction would commence in 2009 and conclude by 2030. The timing of actual development will be in response to market conditions.

Table II-2
Preliminary Building Program

Land Use	Existing Development [a]	Demolition	Gross New Development	Net New Development	Total Development
Studio (sq. ft.)	1,243,120	194,251	443,000	248,749	1,491,869
Studio Office(sq. ft.) [b]	917,551	97,680	555,000	457,320	1,374,871
Office (sq. ft.)	473,424	64,588	550,000	485,412	958,836
Entertainment (sq. ft.)	775,132	149,345	345,000	195,655	970,787
Entertainment Retail (sq. ft.)	656,144	30,784	70,000	39,216	695,360
Amphitheater (sq. ft.)	110,600	110,600	60,000	(50,600)	60,000
Hotel	--	--	500 rooms	500 rooms	500 rooms
Neighborhood-Serving Retail (sq. ft.)	--	--	180,000	180,000	180,000
Residential	--	--	2,937 units	2,937 units	2,937 units
Total					
Commercial (sq. ft.)	**4,175,971**	**647,248**	**2,203,000**	**1,555,752**	**5,731,723**
Hotel	--	--	**500 rooms**	**500 rooms**	**500 rooms**
Residential	--	--	**2,937 units**	**2,937 units**	**2,937 units**

[a] *Includes interim projects.*
[b] *Studio office uses include 25,000 square feet of new child care facilities and demolition of an existing 10,000-square-foot facility. Construction of the new facility may occur as an interim project.*

Source: NBC/Universal, 2007; Christopher A. Joseph & Associates, 2007.

PROJECT OBJECTIVES

The overall objective of the Universal City Vision Plan ("Plan") is to provide new facilities to accommodate growth of existing on-site businesses, the creation of new business and entertainment opportunities that would be integrated with existing facilities, and to provide new housing opportunities in

the eastern portion of the San Fernando Valley. The basic objectives of the Universal City Vision Plan are as follows:

- **To provide a Framework for Growth**

  The Universal City Vision Plan provides the framework for the future development of the Project Site. Implementation mechanisms will be included which promote the goals of the Plan. These mechanisms would include development regulations, development standards, and design guidelines.

- **To Enhance the Universal City Property**

  The Universal City Vision Plan will provide a development strategy that would expand and enhance the existing on-site motion picture/television production and entertainment facilities while introducing new complementary uses. The Plan would reinforce Los Angeles and Southern California as one of the world's largest and most important movie, television and music production centers and family entertainment destinations.

- **To Create a Fully Integrated and Memorable Site**

  By expanding existing uses while creating new entertainment facilities, the Plan would allow the creation of an integrated site where entertainment is both produced and consumed. The Plan would capitalize on the synergy between the on-site studio production facilities and the entertainment and retail uses, as well as the hotels and the business office uses, thereby creating a unique and memorable place.

- **To Continue the Tradition of Outdoor Uses**

  Existing uses within Universal City utilize the Southern California environment in conjunction with their businesses. Many of the entertainment attractions take advantage of the pleasant Southern California climate. Outdoor and back lot facilities also play an important role for the on-site television and movie production activities. This tradition would continue as Universal City is developed in the future.

- **To Improve the Local and Regional Economy**

  The Universal City Vision Plan would result in a development program which would improve and enhance the economy of the City and County of Los Angeles as well as the surrounding region.

- **To Provide Certainty for Future Development**

  The Universal City Vision Plan and its associated implementing mechanisms would provide a clear direction for the implementation of the proposed Project across both the City and County portions of the Project Site, as well as providing the particular planning tools needed to ensure that compatible future development can proceed with the necessary infrastructure being provided.

- **To Recognize Important Relationships with Neighbors**

  Implementation of the Universal City Vision Plan would enhance and protect the neighboring off-site residential and commercial developments through specific zoning regulations which would govern the development of the Project Site. In addition, appropriate improvements on-site and on the local and regional street systems will be implemented to accommodate future traffic growth through careful transportation planning.

- **To Fulfill Adopted Land Use and Transportation Policies**

  The Universal City Vision Plan would implement a number of key City and County land use and transportation policies by locating the Project at a regional transportation hub.

The following are additional objectives that specifically pertain to the proposed Project's residential component:

- To provide a substantial amount of high-quality housing for local and area residents to meet existing and future needs of those desiring to live in the eastern San Fernando Valley and to help alleviate the substantial housing shortage in the City of Los Angeles.
- To provide greater regional housing opportunities for homebuyers and assist in satisfying the housing needs of the region.
- To locate residential development in proximity to a regional employment center, within a site that is well served by existing infrastructure and services.
- To provide efficient and aesthetically attractive streets in the residential development with convenient connections to adjoining mass transit, arterials, and freeways, while minimizing traffic impacts on existing residential neighborhoods.

DISCRETIONARY ACTIONS

The City is the lead agency for the proposed Project, and the County serves as a responsible agency. Each jurisdiction retains discretionary authority for Project approval within their respective jurisdictions. As such, implementation of the proposed Project would require approvals from both the City and County. Approvals to be requested from the City and County include, but are not necessarily limited to, the following:

City of Los Angeles (Universal Village District)

- General Plan Amendment to Regional Center, to reference a new Specific Plan, and to address a small portion of the Project Site located within the Mulholland Scenic Parkway Specific Plan;
- Zone Change to effectuate a new Specific Plan;
- Tentative Tract Map for mixed-use development (residential and small neighborhood commercial center serving the residential development), including residential condominiums (with accompanying Development Design Guidelines). The Tract Map will include haul route permit and protected tree removal approvals;

- Specific Plan to regulate the development and operation of the proposed Universal Village District;
- Development and Pre-Annexation Agreement;
- Grading Approvals; and
- Any additional actions that may be determined necessary.

County of Los Angeles (Studio, Entertainment, and Business Districts)

- General Plan Amendment to remove East-West Road and establish a Specific Plan land use designation;
- Specific Plan (this will permit a range of uses, including studio, production, office, theme park, tram tour, retail/restaurant, cinema/theater, hotel, and child care and establish site-specific development standards related to sale and service of alcoholic beverages, live entertainment, satellite dishes, grading, oak tree removal, and parking);
- Zone change to effectuate a new Specific Plan;
- Tentative Tract Map;
- Development Agreement;
- Grading Approvals; and
- Any additional actions that may be determined necessary.

III. CEQA Environmental Checklist

III. INTIAL STUDY CHECKLIST

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles City Planning Department	*4*	*July 10, 2007*

RESPONSIBLE AGENCIES

Los Angeles County

PROJECT TITLE/NO.	CASE NO
Universal City Vision Plan	

PREVIOUS ACTIONS CASE NO.	
City: DIR 2001-3719-ZBA; ZA 2001-3714-PAB; CPC 1996-410-SP; CPC 1996-411-ZC-MPR; CPC 1996-412-DA County: 95-026; TTM 52242; CUP 1945; CUP 90-074; CUPs 99-158 through 99-164; various Plot Plan approvals.	✓ **DOES have significant changes from previous actions.** ☐ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION:

The Universal City Vision Plan (the "proposed Project") proposes the development of approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room hotel, and 2,937 multi-family residential units. The Project Site is located in both the City and the County of Los Angeles. The proposed Project also includes the annexation of approximately 76 acres of the site from the County's jurisdiction to the City of Los Angeles and 32 acres from the City to the County, for an overall net change of 44 acres from the County to the City. The proposed Project is expected to include a number of transportation improvements.

ENVIRONMENTAL SETTING:

The Project Site is an approximately 391-acre property located in both the City and County of Los Angeles. Approximately 95 acres (24.4 percent) of the total Project Site area are currently located within the City of Los Angeles, and 296 acres (75.6 percent) are located in the County of Los Angeles. The site is generally bounded by the Los Angeles River Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Boulevard and residences to the east, and Lankershim Boulevard to the west.

PROJECT LOCATION

The Project Site comprises the majority of Universal City, which is located approximately seven miles northwest of downtown Los Angeles, two miles north of Hollywood, and approximately 1.5 miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway).

PLANNING DISTRICT	STATUS:
Sherman Oaks-Studio City-Toluca Lake- Cahuenga Pass (City portion)	☐ PRELIMINARY ☐ PROPOSED ✓ ADOPTED May 13, 1998 date

EXISTING ZONING	MAX. DENSITY ZONING	☐ DOES CONFORM TO PLAN
City portions of site: C1, C2, PB, P, RE15, RE20, R1, RE40 *County portions of site: M-1½*	*See Project Description, attached.*	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	✓ **DOES NOT CONFORM TO PLAN**
City land use: Regional Commercial/Universal Village Specific Plan; City zoning: Universal Village Specific Plan *County land use: Universal Studios*	*See Project Description, attached.*	

Specific Plan; County zoning: Universal Studios Specific Plan		
SURROUNDING LAND USES *North: Los Angeles River Flood Control Channel (LAFCC), Lakeside Country Club Golf Course, and Toluca Estates and Toluca Lake single-family residential uses.* *East: Barham Boulevard, Burbank Media District, Warner Bros. Studios, Oakwood Apartments, Hollywood Manor /Hollywood Knolls single-family residences.* *South: Hollywood Freeway; and on Cahuenga Boulevard south of the freeway, one-to-five story office buildings, a church, a park, and a mixed-use development and townhomes currently under construction.* *West: Lankershim Boulevard, the Metro Red Line Universal City Station and Park-n-Ride facility; Campo de Cahuenga, community commercial uses as well as single-family and multi-family residential uses.*	**PROJECT DENSITY** *See Project Description, attached.*	❑ **NO DISTRICT PLAN**

☞ **DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

✓ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE	CITY PLANNER TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below,

may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   1) Earlier Analysis Used. Identify and state where they are available for review.
   2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:
   1) The significance criteria or threshold, if any, used to evaluate each question; and
   2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

✓ Aesthetics	✓ Hazards & Hazardous Materials	✓ Public Services
☐ Agricultural Resources	✓ Hydrology/Water Quality	✓ Recreation
✓ Air Quality	✓ Land Use/Planning	✓ Transportation/Traffic
✓ Biological Resources	☐ Mineral Resources	✓ Utilities/Service Systems
✓ Cultural Resources	✓ Noise	✓ Mandatory Findings of Significance
✓ Geology/Soils	✓ Population/Housing	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

☞ **BACKGROUND**

PROPONENT NAME: UNIVERSAL CITY STUDIOS LLLP. L.P.

PHONE NUMBER: 818 777 2562

PROPONENT ADDRESS: 100 UNIVERSAL CITY PLAZA, UNIVERSAL CITY, CA 91608

AGENCY REQUIRING CHECKLIST: CITY OF LOS ANGELES - DEPARTMENT OF CITY PLANNING

DATE SUBMITTED: 7-9-07

PROPOSAL NAME (If Applicable): UNIVERSAL CITY VISION PLAN

☞ **ENVIRONMENTAL IMPACTS** (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	✓	❑	❑	❑
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	✓	❑	❑	❑
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	✓	❑	❑	❑
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓	❑	❑	❑
II.	**AGRICULTURAL RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	✓
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	❑	❑	❑	✓
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	❑	❑	❑	✓
III.	**AIR QUALITY.** The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a.	Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	✓	❑	❑	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓	❑	❑	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	✓	❑	❑	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓	❑	❑	❑
e.	Create objectionable odors affecting a substantial number of people?	✓	❑	❑	❑
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	✓	❑	❑	❑
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓	❑	❑	❑
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	✓	❑	❑	❑
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓	❑	❑	❑
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	✓	❑	❑	❑
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	✓
V.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	✓	❑	❑	❑
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	✓	❑	❑	❑
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓	❑	❑	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Disturb any human remains, including those interred outside of formal cemeteries?	✓	❑	❑	❑
VI.	**GEOLOGY AND SOILS.** Would the project:				
a.	Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	✓	❑	❑	❑
ii.	Strong seismic ground shaking?	✓	❑	❑	❑
iii.	Seismic-related ground failure, including liquefaction?	✓	❑	❑	❑
iv.	Landslides?	✓	❑	❑	❑
b.	Result in substantial soil erosion or the loss of topsoil?	✓	❑	❑	❑
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	✓	❑	❑	❑
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	✓	❑	❑	❑
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✓	☐	☐	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓	☐	☐	☐
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	✓	☐	☐	☐
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	✓	☐	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	✓	☐	☐	☐
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	✓	☐	☐	☐
VIII.	**HYDROLOGY AND WATER QUALITY.** Would the proposal result in:				
a.	Violate any water quality standards or waste discharge requirements?	✓	☐	☐	☐
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	✓	☐	☐	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a	✓	☐	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	✓	❑	❑	❑
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	✓	❑	❑	❑
f.	Otherwise substantially degrade water quality?	✓	❑	❑	❑
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	✓
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	❑	❑	❑	✓
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	✓	❑	❑	❑
j.	Inundation by seiche, tsunami, or mudflow?	✓	❑	❑	❑
IX.	**LAND USE AND PLANNING.** Would the project:				
a.	Physically divide an established community?	❑	❑	✓	❑
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	✓	❑	❑	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	✓
X.	**MINERAL RESOURCES.** Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	✓
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	✓

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**NOISE.** Would the project:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓	☐	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	✓	☐	☐	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓	☐	☐	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✓	☐	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✓
XII.	**POPULATION AND HOUSING.** Would the project:				
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	✓	☐	☐	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✓
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✓
XIII.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	✓	☐	☐	☐
b.	Police protection?	✓	☐	☐	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Schools?	✓	❑	❑	❑
d.	Parks?	✓	❑	❑	❑
e.	Other governmental services (including roads)?	✓	❑	❑	❑
XIV.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	✓	❑	❑	❑
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓	❑	❑	❑
XV.	**TRANSPORTATION/CIRCULATION.** Would the project:				
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?	✓	❑	❑	❑
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	✓	❑	❑	❑
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	✓
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✓	❑	❑	❑
e.	Result in inadequate emergency access?	✓	❑	❑	❑
f.	Result in inadequate parking capacity?	✓	❑	❑	❑
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	✓	❑	❑	❑

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✓	❑	❑	❑
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✓	❑	❑	❑
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✓	❑	❑	❑
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	✓	❑	❑	❑
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓	❑	❑	❑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✓	❑	❑	❑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	✓
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓	❑	❑	❑
b. Does the project have impacts which are individually limited, but cumulatively considerable?("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	✓	❑	❑	❑
Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	✓	❑	❑	❑

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

☞ **DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
SIGNATURE	CITY PLANNER	213-978-1171	7/9/07

IV. Environmental Impact Analysis

IV. ENVIRONMENTAL IMPACT ANALYSIS

The following analysis provides the supporting documentation for the determinations presented in the City Initial Study (IS) and CEQA Environmental Checklist presented in Section III of this document. Each response that is provided below evaluates how the proposed Project (as defined in Section II, Project Description) may affect the existing environmental conditions at the Project Site and the surrounding environment.

1. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. An adverse impact would occur if the proposed Project substantially interferes with existing views of a scenic visual resource. The Project Site is located in the eastern portion of the San Fernando Valley, just east of the Cahuenga Pass, in an area of variable topography. The north and west portions of the property are relatively flat; the center portion forms a plateau referred to as the "top of the hill;" and the eastern portion of the property includes both relatively flat and some hilly terrain. The variations in topography within the Project area provide view opportunities across the lower areas of the Project Site and views of the higher areas. The Project Site is visible from a variety of public locations, including the surrounding hilltop and hillside areas below Mulholland Drive, the Hollywood Freeway (I-101), the public streets that border the Project Site, and from various locations in the eastern San Fernando Valley.

Visual resources in the area include distant vistas of the hills surrounding the San Fernando Valley, which are visible from many locations, and the broad, urban plain forming the San Fernando Valley. Other view resources include urban skylines formed by tall buildings within and surrounding the Universal City area, and near views of the Cahuenga Pass area and the Hollywood Hills.

Project development would involve grading (changes in topography) and the construction of approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room-hotel and 2,937 residential units. The proposed development has the potential to affect existing views of view resources from prominent public view locations, from a number of private residences, and/or from recreational facilities located in the Project area. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) an identification and description of the valued view resources present in the area; (2) an identification of public and private vantage points that have access to the identified valued view resources; (3) an analysis of changes attributable to new Project buildings as well as signage; and (4) analysis of the Project's potential to block views of the identified view resources from public (e.g., major roadways, Weddington Park, Campo de Cahuenga, Metro Red Line Universal City station, etc.) and private vantage points (e.g., residential areas).

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a City scenic highway?

Potentially Significant Impact. Several City-designated scenic highways, identified in the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, are located in close proximity to the Project site. These include Vineland Avenue north of Ventura Boulevard, Lankershim Boulevard north of Cahuenga Boulevard West, Cahuenga Boulevard West from Lankershim Boulevard to Barham Boulevard, Barham Boulevard north of Cahuenga Boulevard West and Mulholland Drive west of Cahuenga Boulevard West. Project development would alter the appearance of the Project Site, particularly the portion of the Universal Village District within which development of the Project's residential component is planned to occur. As Project development may affect views from these scenic highways during Project construction as well as long-term operations, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) an identification of the scenic highways that may be affected by the proposed Project and a description of the attributes upon which the designation of these roadways as scenic highways is based; (2) a description of on-site construction activities that may be viewed from the identified scenic highways; (3) a description of future site conditions at Project buildout as viewed from the identified scenic highways; and (4) an assessment of the extent to which Project construction and operations would affect existing scenic resources as viewed from the affected scenic highways.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The visual character of the Project Site is reflected in its diversity of activities and its topography, ranging from clusters of modern buildings along Lankershim Boulevard within the Business District, the entertainment venues located on top of the hill within the Entertainment District, the entertainment production facilities within the Studio District and the underdeveloped Universal Village District. Proposed development throughout the Project Site, with the exception of the Universal Village District, would occur in the context of extensive existing development, whereas the greatest changes in the Project Site's visual character would occur within the Universal Village District. Project development would include some demolition and the placement of new buildings within the existing highly developed portions of the Project Site, construction of new on-site roads and the conversion of the underdeveloped Universal Village District into a residential community, which would necessitate changes to the existing topography in this portion of the Project Site as well as the removal of some existing vegetation. As a result, Project development would alter the existing appearance of the Project site and may create potential impacts on the existing visual character or quality of the Project site and its surroundings. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a description of the visual character of the Project site, as viewed from off-site locations under existing and proposed conditions; (2) an analysis of potential impacts as may be perceived from adjacent, nearby and more distant neighborhoods (e.g., Blair Drive, Hollywood Manor, Hollywood Knolls, Toluca Lake/Toluca Estates, Mulholland Ridge, Cahuenga Pass, etc.); and (3) an evaluation of Project consistency with all applicable urban design/aesthetic policies as set forth in applicable

City/County planning documents (e.g., City and County General Plans, Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan, etc.).

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The analysis of potential Project impacts under this question addresses issues relating to natural light, artificial light and glare. Potential natural light impacts are addressed by analyzing the Project's potential impacts with regard to shade/shadow.

Shade/Shadow

Potentially Significant Impact. The analysis of the proposed Project's potential shade/shadow impacts focuses on changes in shading conditions for those off-site uses and activities that are dependent on access to natural light. Off-site uses and activities that meet this criteria include routinely used outdoor spaces associated with residential, recreational, or institutional uses (pre-schools, schools, nursing homes); or commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; and existing solar collectors.

The proposed Project would construct approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room-hotel and 2,937 residential units. The proposed increase in on-site development has the potential to result in taller and/or larger buildings or the placement of buildings closer to off-site uses than under existing conditions. Therefore, the proposed Project has the potential to shade existing off-site shadow sensitive land uses to a greater extent than what currently occurs. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) an identification of shadow-sensitive uses in the surrounding adjacent area, consisting of residential, recreational, or institutional uses and commercial uses with pedestrian-oriented outdoor spaces, outdoor restaurants, or solar collectors; (2) an analysis of the maximum amount of shading that could be caused by the allowable mass and height of the proposed Project's structures for the morning, mid-day, and afternoon periods, during the Summer and Winter solstices and the Spring/Fall equinox; (3) an identification of shadow sensitive uses that would be shaded by the proposed Project; and (4) a description of the duration of shading on any shadow-sensitive uses by the proposed Project.

Glare

Potentially Significant Impact. An adverse impact would occur if the Project created a substantial new source of glare that would adversely affect day or nighttime views in the area. Project development could potentially result in taller and/or larger buildings or buildings that are closer to offsite uses than under existing conditions. As a result, proposed future on-site development has the potential to reflect sunlight from windows and building surfaces and, thereby, generate daytime glare on nearby residences and roadways.

The proposed Project also has the potential to generate daytime glare from reflected sunlight and nighttime glare from illuminated signage. As these changes may have an adverse impact on off-site areas, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a description of existing on-site and off-site daytime and nighttime glare conditions; (2) an identification of glare-sensitive uses, including off-site residences subject to impacts from the proposed Project; (3) a description of potential new glare sources that may be introduced as part of Project development; and (4) an assessment of the potential impacts of future on-site glare sources upon the identified glare-sensitive uses or on the potential for glare to interfere with the performance of an offsite activity, such as safe operation of a motor vehicle.

Artificial Light

Potentially Significant Impact. An adverse impact would occur if the Project created a substantial new source of artificial light that would adversely affect the surrounding area. Artificial light may be generated from individual (i.e., point) sources as well as from indirect sources of reflected light. Uses such as residences, hospitals, and hotels are considered light sensitive since they are typically occupied by persons who are subject to disturbance by bright light sources during evening hours. The proposed Project would result in the development of new buildings and facilities across the Project Site, with the greatest changes occurring in the Universal Village District, an area that currently exhibits low levels of artificial light with intermittent higher levels of artificial light. In addition, the proposed Project would continue to provide artificial lighting associated with studio/production and other commercial operations within the Project Site. Compared to existing conditions, the proposed Project's artificial lighting, including architectural lighting, light spillage from windows, street lights, security lighting, and other building lights as well as roadway lighting have the potential to result in higher levels of ambient light visible from the surrounding area.

As a result, the proposed Project has the potential to increase ambient lighting, which would impact off-site residential properties and, possibly, interfere with the performance of an off-site activity. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a description of the City and County regulatory environment as it relates to artificial light; (2) description of the existing lighting conditions and illuminated signage within the Project Site, along adjacent streets, and within the areas immediately surrounding the Project Site; (3) identification of light sensitive uses in the surrounding area; (4) a description of the proposed Project's artificial light sources (e.g., buildings, signage, and on-site roadways); and (5) a description of changes in the lighting characteristics of the Project Site as seen from off-site locations that would adversely affect the character of the surrounding area or on the potential for artificial light to interfere with the performance of an offsite activity, such as safe operation of a motor vehicle.

2. AGRICULTURE

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed Project would involve the construction of urban uses within the existing urbanized Project Site. The Project Site is not used, nor has it been used in the recent past, for agricultural purposes. The site is not zoned for agricultural use nor is it designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, Division of Land Resources Protection.[1] Thus, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Therefore, no impacts would occur and no mitigation measures are required. Further evaluation of this issue in an EIR is not required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The proposed Project would involve the construction of urban uses within the existing urbanized Project Site. The Project Site is not zoned nor has it been used in the past for agricultural purposes. The Project Site is currently zoned for residential and commercial/industrial land use and is not enrolled under the Williamson Act.[2] Thus, the proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. Therefore, no further evaluation of this issue in an EIR is required.

c) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. The proposed Project would involve the construction of urban uses within the existing urbanized site. The Project Site is located in an urbanized area of Los Angeles and does not contain any agricultural uses, nor are any agricultural uses located in the vicinity of the Project Site.[3] Thus, development of the proposed Project would not convert any farmland to non-agricultural use. As no

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1 *California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, GIS data, website: http://www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm, August 22, 1006.*

2 *California Department of Conservation, Division of Land Resource Protection, Williamson Act Protection, website: http://www.consrv.ca.gov/DLRP/lca/index.htm, August 22, 2006.*

3 *California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, GIS data, website: http://www.consrv.ca.gov/DLRP/fmmp/map_products/download_gis_data.htm, September 20, 2004.*

impacts would occur, no mitigation measures are required. Further evaluation of this issue in an EIR is not required.

3. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project Site is located within the 6,600 square mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, PM_{10} and $PM_{2.5}$).[4] As such, the proposed Project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.[5] With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP, and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based, in part, on projections originating with the City and County of Los Angeles' General Plans.

The proposed Project would result in a net increase of approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room-hotel and 2,937 residential units which would result in an increase in stationary and mobile source air emissions associated with construction and operation of the Project. As a result, Project development could have an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) an evaluation of the proposed Project's consistency with the SCAQMD's AQMP in accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook; and (2) an assessment of Project consistency with the applicable policies of the City's General Plan Air Quality Element and the County General Plan policies addressing air quality issues.

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4 *The Basin has technically met the CO standards for attainment since 2002, but the official status has not been reclassified by the USEPA.*

5 *SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.*

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

As discussed above, the Project Site is located within the Basin. State and federal air quality standards are often exceeded in many parts of the Basin. The proposed Project would contribute to regional and localized air pollutant emissions during construction (short-term) and Project occupancy (long-term).

Construction Emissions

Potentially Significant Impact. The proposed Project proposes the construction of approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room-hotel and 2,937 residential units. Air emissions would occur during all phases of Project construction (e.g., demolition, site preparation, and constructing the buildings themselves). As a result, the proposed Project has the potential to exceed SQAQMD-prescribed emission thresholds during its construction. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will (1) describe the regulatory environment as it relates to air quality; (2) develop the proposed Project's daily and quarterly regional construction emissions inventory using the mobile-source and fugitive dust emissions factors derived from URBEMIS 2002;[6] (3) identify sensitive receptors in the Project area that may be impacted by Project construction; (4) identify maximum impacts to sensitive receptors from the proposed Project's daily construction emissions using the SCAQMD's localized significance thresholds (LSTs) methodology; and (5) analyze the potential for emissions of air toxics during construction and their resultant potential impacts.

Operational Emissions

Potentially Significant Impact. Project development would generate air emissions during its operational phase from motor vehicle travel, energy consumption and on-site activities primarily associated with entertainment production and entertainment venue operations.

These emissions have the potential to exceed SCAQMD-prescribed emission standards. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a forecast of daily regional emissions from mobile and stationary sources that would occur during long-term Project operations; (2) an evaluation of localized pollutant concentrations; and (3) potential impacts to future on-site residents from motor vehicle travel on major area roadways (e.g., Hollywood Freeway). The analyses will address both criteria pollutants (i.e., pollutants for which ambient air quality standards have been established) and toxic air contaminants, including, but not limited to, diesel particulate emissions.

Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural

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6 *URBEMIS 2002 is an emissions estimation/evaluation model developed by the ARB that is based, in part, on SCAQMD CEQA Air Quality Handbook guidelines and methodologies.*

processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. Global climate change, which most scientists believe to be caused by greenhouse gases, is a widely discussed scientific, economic and political issue in the United States. The State of California is undertaking initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would include associated human activity-related greenhouse gas emissions. Evaluation of these emissions and associated emission reduction strategies within the context of the ongoing state process will be undertaken in the EIR.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Potentially Significant Impact. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. The proposed Project, as described above, would result in increases in air emissions from construction and operations occurring in the Basin, which is currently in non-attainment of federal and state air quality standards for ozone, PM_{10} and $PM_{2.5}$. Therefore, implementation of the proposed Project could potentially contribute to air quality impacts, which combined with other existing and future emissions sources in the area, could cause a cumulative impact. Therefore, further analysis of this issue in an EIR is required. The EIR's cumulative air quality analysis will be conducted in accordance with the procedures established by the SCAQMD and will address the degree to which the proposed Project would or would not result in a cumulatively considerable net increase of any criteria pollutant for which the Basin is classified as non-attainment under an applicable federal or state ambient air quality standard.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Project construction activities and operations, as described above, would increase air emissions above current levels. Land uses that are considered more sensitive to air pollution than others include hospitals, schools, residences, playgrounds, childcare centers, athletic facilities, and retirement homes.[7] Sensitive receptors in the Project vicinity include, but are not limited, to the residential neighborhoods located in the Project vicinity and Weddington Park. This issue will be analyzed further in an EIR as the proposed Project could expose these sensitive receptors to substantial pollutant concentrations. As previously described, Project impacts on pollutant concentrations would be analyzed during Project construction as well as long-term operations. The analysis will address concentrations of both criteria pollutants and toxic air contaminants.

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[7] *South Coast Air Quality Management District, CEQA Air Quality Handbook, Figure 5-1, April 1993.*

e) Would the project create objectionable odors affecting a substantial number of people?

Potentially Significant Impact. Objectionable odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other pungent elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Since the proposed Project involves the development of residential, theme park, studio, hotel, retail, and office uses, no elements related to these types of odor producing uses are anticipated. However, emissions from construction equipment operating within the Project Site may create temporary objectionable odors. Odors from construction equipment would be mainly limited to the immediate environs of the local construction sites. Notwithstanding, as a potential odor impact could occur, this issue will be evaluated further in an EIR.

4. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. The Project Site is generally characterized by three plant communities: non-native grassland, Coast Live Oak, and cultivated landscape. Some chaparral exists on some of the hillier slopes within the eastern portion of the Universal Village District. Consequently, the Project Site may also provide suitable habitat for sensitive flora and fauna, and as a result, sensitive species of raptor and migratory birds and butterflies have the potential to occur on the Project site. On-site man-made water features, along with open space areas, may also support sensitive species of reptiles and amphibians. Nocturnal movement of animals onto the Project site may also occur through adjoining disturbed areas (developed streets and neighborhoods), or via the Los Angeles River Flood Control Channel (LAFCC).

Project development would require the removal of some existing vegetation, including the potential removal of oak trees and other vegetated areas that may serve as habitat or nesting areas for sensitive plant and animal species. In addition, the proposed increase in development would introduce greater human activity, light, vehicles, noise, and air emissions that may also affect sensitive species that may occur on the Project Site. The proposed Project would also diminish existing open space, which could have an effect on the movement of animal species through the Project Site.

The County has designated properties with unique biological characteristics as Significant Ecological Areas (SEAs). The County General Plan and County Code contain provisions requiring projects in these designated areas to be reviewed for conformity with SEA design compatibility criteria. While no SEAs are located on the Project Site, the County has designated Griffith Park as SEA No. 39. As this SEA is located in the general area of the Project Site, the proposed Project's effects on this resource will also be addressed in an EIR.

As an impact on biological resources could occur, further analysis of this issue in an EIR is required. The EIR analysis will: (1) identify and map on-site vegetation and plant communities to determine the potential for sensitive wildlife; (2) identify the presence or absence of federal or state designated, endangered or threatened species; (3) conduct a tree survey to record the location, size and health of on-site trees in accordance with all City and County regulations and protocols, and develop a tree management plan, including, but not limited to, the potential for on-site or off-site relocation of displaced ordinance-sized trees; (4) evaluate the potential for habitat connectivity and wildlife movement and discuss, as appropriate, linkages to SEA No. 39; and analyze the impacts of Project construction and operations with regard to on-site vegetation and plant communities and wildlife, with particular attention to sensitive biota (plant and animal life).

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact. Large portions of the Project Site are highly urbanized and developed with a variety of entertainment production, entertainment venue and office uses. As the Project Site also includes the largely underdeveloped Universal Village District, there is a potential for jurisdictional wetlands to occur on the Project Site. Therefore, further analysis of this issue in an EIR is required. The potential for jurisdictional wetlands to occur on the Project Site would be determined via a field survey for these and related biological resources.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Potentially Significant Impact. Refer to response to Section 4(b), above.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Potentially Significant Impact. See discussion of section 4(a), above.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Impact. The City as well as the County both have adopted ordinances that address potential impacts on protected tree species (e.g., oak trees in the case of both jurisdictions and black walnut, sycamore and California bay trees are also protected tree species under the City's ordinance). As the proposed Project may impact one or more protected tree species, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a tree survey of the entire Project Site,

conducted in accordance with the provisions of the jurisdiction within which the trees are located; and (2) identifying potential Project impacts by overlaying the proposed Project's development areas onto the tree survey to identify those protected trees that may be impacted by Project development. Potential impacts with regard to SEA No. 39 will be addressed in the context of the Project's biological resources assessment (see Section 4.(a), above).

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. No part of the Project Site or surrounding area are included in any adopted California Department of Fish and Game (CDFG), U.S. Fish and Wildlife Service (USFWS) Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, state or federal habitat conservation plans. No mitigation measures are necessary and no further analysis of this issue in an environmental impact report is required.

5. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

Potentially Significant Impact. The Project Site has an important historic association with the motion picture industry dating to the early 20th Century. A recognizable grouping of structures over 50 years old, whose property types (e.g., sound stages, production facilities, etc.) and historic associations have been identified with movie studio uses, is located within the Studio District. The proposed Project proposes the demolition of some existing studio facilities, and the construction of new studio facilities, some aspects of which may affect potentially historic resources that may be present within the Project Site. As the proposed Project may affect existing structures that may be considered historic resources, further analysis of this issue in an EIR is required. The EIR analysis will evaluate all on-site structures and assess their potential for designation as historic resources on an individual as well as district basis, based upon criteria used by the National Register, the California Register, the City of Los Angeles Historic-Cultural Monuments (LAHCMs) and the survey methodology of the State Office of Historic Preservation (OHP). The EIR analysis would focus on the effects of the proposed Project's development on those on-site resources which may be eligible for designation as a historic resource.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that "has yielded, or may be likely to yield, information important in prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Prior archaeological

surveys within a one-mile radius of the Project Site have determined the presence of archaeological resources in the Project area. Although large portions of the Project Site have been previously developed, development of the proposed Project would require grading, excavation, and other construction activities in areas that have not been previously disturbed thereby creating the potential to disturb existing, but undiscovered archaeological resources. As a potential impact could occur, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a records search of past archaeological investigations in the Project area, (2) a walkover survey by qualified archaeologists, and (3) an assessment of how Project development may affect any archaeological resources that may be present within the Project Site. As a General Plan Amendment is part of the entitlement actions required to implement the Project as proposed, the EIR process will also include, pursuant to the provisions of Senate Bill 18, a Sacred Lands record search through the Native American Heritage Commission (NAHC) in Sacramento as well as consultations with Native Americans, per NAHC procedural recommendations.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. The Project Site is underlain by intact deposits of the Topanga Formation. The Topanga Formation is a sedimentary formation containing a broad variety of fossil plant and animal species. Marine mammal fossils are specifically known to occur in local Topanga Formation deposits. Although large portions of the Project Site have been previously developed, development of the proposed Project would require grading, excavation, and other construction activities in areas that have not been previously disturbed thereby creating the potential to disturb existing, but undiscovered paleontological resources. As a potential impact could occur, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a records search of past paleontological investigations in the Project area, (2) a walkover survey by qualified paleontologists, and (3) an assessment of how Project development may affect any paleontological resources that may be present within the Project Site.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. The Project Site is located in an area that was occupied during the Mission Period or earlier and may contain remains of early settlers or indigenous people. Although large portions of the Project Site have been previously developed, development of the proposed Project would require grading, excavation, and other construction activities in areas that have not been previously disturbed thereby creating the potential to disturb existing, but undiscovered archaeological resources. As the proposed Project may have an impact, further analysis of this issue in an EIR is required. The analysis of this issue will be addressed in the manner described in Section 5.(a), 5.(b) and 5.(c), above.

6. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Potentially Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. In addition, the City designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

The Project Site is not located within an Alquist-Priolo zone. Notwithstanding, there are several major active faults in the Los Angeles metropolitan region that could affect on-site development. The most notable of these is the San Andreas Fault, which is located approximately 35 miles (55 kilometers) northwest of downtown Los Angeles, on the far side of the San Gabriel Mountains. Several other important active faults lie closer to and even within the populated area of greater Los Angeles. These include the Hollywood, Verdugo, Elysian Park, Raymond, Newport-Inglewood, and Santa Monica Faults. No active faults are known to exist within the Project Site, although several other faults are located within a few mile radius of the Project Site. Based on the presence of known faults in the area, further analysis of this issue in an EIR is required. The EIR analysis will identify all known faults in the area, identify their distance from the Project Site, magnitude of surface movement and the potential for seismic activity in the area, including but not limited to fault rupture that could affect Project development.

(ii) Strong seismic ground shaking?

Potentially Significant Impact. An adverse impact would occur if the proposed Project exposed people or structures to risks involving strong seismic ground shaking. The Project Site, which is within the seismically active region of southern California, as described above, is located within a few miles of several active faults, including the Hollywood fault; Elysian Park thrust fault and the Verdugo fault. In addition, the Benedict Canyon Fault, which is classified as conditionally active, passes under a portion of the Project Site (refer to Section 6(a)(i), above). As such, the Project Site could be subject to periodic seismic ground shaking, including events of a notable magnitude. However, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. Nevertheless, the location of the Project Site within a seismically active area could expose people or structures to strong seismic ground shaking, similar to conditions present throughout southern California. Although Project development must comply with building regulations set forth by the State Geologist, which specify structural requirements for

different types of buildings in a seismically active area, a potential impact may occur. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for seismic ground shaking and will take into consideration the impact of seismic activity on future development.

(iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. An adverse impact would occur if the proposed Project exposes people or structures to risks involving ground failure and liquefaction. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. A high groundwater table and the presence of loose to medium dense sand and silty sand are factors that could contribute to the potential for liquefaction.

In addition to the Benedict Canyon Fault that passes under a portion of the Project Site (refer to Section 6(a)(i), above), the presence of fill materials are also known to occur on the Project Site, which create the potential for seismic-related ground failure. The northern and northwestern portions of the Project Site, as well as the southeastern corner of the Project Site, are designated as areas potentially susceptible to liquefaction. These include portions of the Project Site located within both the City and the County.[8] Depending on the intensity of future earthquakes, unconsolidated fill soils, particularly in the presence of a high water table, could potentially fail. With regard to this issue, Project development would be required to comply with building regulations set forth by the State Geologist, which require site analysis and remedial measures prior to development. Nevertheless, as the potential for seismic ground failure is present, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for ground failure and will take into consideration the impact of seismic activity on future development.

(iv) Landslides?

Potentially Significant Impact. An adverse impact would occur if the proposed Project exposed people or structures to risks involving landslides. Landslides can occur on slopes under normal gravitational forces and during earthquakes when strong ground motion can cause failure. Landslides tend to occur in loosely consolidated, wet soil, and/or rock on unstable sloping terrain. Several areas within the Project Site are characterized by sloping terrain that is classified by the City and County as "Slope Hazard Zones." In areas in which the fault hazard zones associated with the Benedict Canyon Fault intersect steep slopes, the proposed Project may be subject to seismically-induced landslides. While development must comply with building regulations set forth by the State Uniform Building Code (UBC) with the City and County Building Code Amendments, which require site analysis and remedial measures of unstable slopes prior to development, there is a potential for risks associated with landslides. Therefore, further

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8 *Los Angeles General Plan Safety Element, Exhibit B, Areas Susceptible to Liquefaction, page 49 (November 1996); State of California Department of Conservation, Division of Mines and Geology, Seismic Hazards Zones Map, Burbank Quadrangle, 1999.*

analysis of this issue in an EIR is required. The EIR analysis will identify the potential for landslides and will take into consideration the impact of this potential hazard on future development.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. Development of the proposed Project would require grading, excavations, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind; thereby, potentially resulting in soil erosion. Development must comply with City and County building regulations, including but not limited to compliance with the applicable requirements of the National Pollutant Discharge Elimination System (NPDES), which are intended to reduce runoff and erosion. Compliance with NPDES permit requirements includes the implementation of best management practices (BMPs) that address issues relating to runoff and erosion. Existing City and County regulations also require a local Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP) to be developed for development projects such as the proposed Project. Nevertheless, as an impact could occur, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for exposure of soils and resultant erosion during Project construction activities.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Potentially Significant Impact. The Project Site is underlain by several traces of the Benedict Canyon Fault and by areas of engineered and/or unconsolidated fill as well as being characterized by several sloping areas that reflect the on-site topographical changes. The Los Angeles River, which adjoins the north edge of the Project Site, is characterized by seasonal increases in its underlying water table. Due to these conditions, future development has the potential to result in impacts with regard to landslide, liquefaction, or collapse. Although these issues would be addressed by compliance with building regulations set forth by the City and County Building Codes, which require site analysis and remedial measures for areas of unstable geological conditions prior to development, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for landslides, liquefaction, and other known geologic hazards and will take into consideration the impact of these potential hazards on future development.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. The potential for soil expansion occurs during wet conditions (i.e., during periods of extended heavy rainfall) and generally relies on the presence of soils with a high clay content. As such conditions may exist on the Project Site, the potential exists that some on-site soils have expansive properties. Even though development must comply with building regulations set forth by the City and County Building Codes, which require site analysis and remedial measures with regard to expansive soil conditions prior to development, the potential for an impact is present. Therefore, further

analysis of this issue in an EIR is required. The EIR analysis will identify the potential for soil expansion to occur and will take into consideration the impact of this potential hazard on future development.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in a developed area of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are any proposed. As the use of septic tanks or alternative wastewater disposal systems would not be required, no impact with regard to this issue would occur. As no significant impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

7. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. The proposed Project's construction activities are anticipated to use typical, although potentially hazardous, construction materials, including vehicle fuels, paints, mastics, solvents, and other acidic or alkaline solutions that would require special handling, transport, and disposal. In addition, the Project proposes the demolition of approximately 647,000 square feet of existing uses, some of which may contain hazardous asbestos containing materials (ACM) and/or lead-based paints (LPB). Grading and excavation may also increase exposure to soils containing hazardous materials from prior demolition and construction activities, or from existing on-site underground storage tanks (USTs) containing motor fuels and oils. During operation, the proposed Project's studio and entertainment uses would require the storage of fuels, and the use of workshop materials such as petroleum-based oils and grease, adhesives, glues, compressed gases, paints, solvents, acids, finish strippers, and cleaning products. Residential and office uses would generally store and use property maintenance products such as commercial cleaning and landscape materials. Since the proposed Project would require the transport, use and disposal of hazardous materials, the potential for an impact exists. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a summary of applicable federal, state, and local regulatory standards and procedures; (2) the role of the City of Los Angeles Fire Department (LAFD)/Los Angeles County Fire Department (LACFD) in implementing state statutes for the use, storage, or transport of common hazardous materials; (3) summaries of prior investigations conducted at the Project Site; (4) conditions associated with the on-site closed landfill in light of City, County and state guidelines; and (5) background information regarding the number and location of hazardous materials stored and used on the property (including USTs and ASTs), current hazardous management practices, and hazardous waste storage and disposal practices. The EIR analysis will also evaluate the use, handling and transport of hazardous materials that would be used during Project construction and operation; including paints, cleaning materials, vehicle fuels, and caustic construction compounds. On the basis of regulatory standards, the EIR will assess potential impacts from

any on-site listed sites, the handling and storage of hazardous materials and the transport of hazardous materials during Project operations. The EIR analysis will also provide information on current emergency response and/or evacuation plans.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. Refer to response to Section 7(a), above.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Project Site is not located within one-quarter mile of any existing public or private schools. The nearest existing schools to the Project Site are Valley View Elementary School, located 0.28 mile from the Project Site, and Rio Vista Elementary School, located 0.49 mile from the Project Site.[9] As previously described under Section 7(a), hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials could occur. Although the proposed Project is not located within one-quarter mile of any existing schools, although not required, further analysis of this issue in an EIR will be conducted. The EIR analysis will identify the location of all existing and proposed schools in the vicinity of the Project Site and evaluate the potential for the release of hazardous materials associated with the proposed Project's construction or operations that could affect these or other schools located within the vicinity.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Existing on-site activities involve the storage and use of hazardous materials, including the acquisition, use, storage, and disposal of hazardous materials that support maintenance and facility operations. As a result, the proposed Project is a listed site per the provisions of Government Code Section 65962.5 and the potential exists that any number of hazardous materials sites, including sites upgradient from the Project Site, may be listed according to Government Code. Therefore, further evaluation of this issue in an EIR is required. The EIR analysis will identify the location of all listed sites both within the Project Site and adjacent areas and evaluate the potential hazard of such sites with respect to the public and environment in accordance with the procedures described in Section 7(a) & (b), above.

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9 *California Department of Education, List of California Public Schools and Districts, website: http://www.cde.ca.gov/ds/si/ds/pubschls.asp, January 9, 2007; and California Department of Education, Private Schools, website: http://www.cde.ca.gov/ds/si/ps/index.asp, January 9, 2007.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project Site is not located within two miles of an airport or within an airport planning area. Therefore, no impact with respect to this issue would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project Site is not located within two miles of a private airstrip. Therefore, no impact with respect to this issue would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Impact. Within the Project vicinity, Lankershim Boulevard and Cahuenga Boulevard are designated disaster routes in the event of a major disaster or emergency.[10] The proposed Project has the potential to increase traffic in the vicinity of these routes (refer to Section 15(a), below) and as a result could potentially affect emergency response or evacuation. As emergency evacuation impacts could occur, further analysis of this issue in an EIR is required. The EIR analysis will take into consideration the effects of the proposed Project's construction and operations on the emergency plans referenced in this question.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact. Portions of the Project Site are located within the City's Wildfire Buffer Zone.[11] The area of the City to the south of the Project Site is located in a Mountain Fire District, which encompasses all of the Santa Monica Mountains, west to the Pacific Ocean and east to Interstate 5. Since a portion of the Project Site is located in the Wildfire Buffer Zone and the Project Site, itself, adjoins a designated Mountain Fire District, further analysis of this issue in an EIR is required. The EIR analysis will identify the areas of greatest wildfire hazard and take into consideration the effects of new development in increasing or reducing wildfire risk.

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10 *Los Angeles General Plan Safety Element, Exhibit H, Critical Facilities and Lifeline Systems, page 61 (November 1996).*

11 *Los Angeles General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas, page 53 (November 1996).*

8. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Project construction activities have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris. Project development would increase the amount of on-site impermeable areas, through the addition of new structures and to a lesser degree from the construction of new on-site roads and parking facilities. As a result, the potential exists for the transport of pollutants due to the exposure of surface runoff to typical urban contaminants (e.g., oil and grease). Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify the potential for the exposure of surface water to soils, dust and debris during construction and for increases in pollutant loadings in surface runoff from new Project facilities (e.g., parking lots and streets) during Project operation. With regard to potential impacts during Project construction, all on-site construction activities must comply with federal and state regulations and City and County building regulations, including a NPDES Construction Permit, a Storm Water Pollution Prevention Plan (SWPPP) and a Wet Weather Erosion Control Plan (WWECP). Notwithstanding, the EIR analysis will evaluate on-site sources that could have an adverse effect on groundwater quality, including underground storage tanks (USTs) and related infrastructure systems. The EIR will also describe recent and current surface water quality data that includes those pollutants for which there are applicable water quality standards (i.e. metals, nutrients), and provide information regarding the existing quality of groundwater beneath the site. The EIR will also describe existing on-site programs that address pollutant levels in surface water runoff and evaluate the effect of the Project Site's surface water runoff on existing pollutant levels in off-site collection systems, including the Los Angeles Flood Control Channel (LAFCC). The EIR will also identify any known off-site groundwater contamination that could migrate onto the Project Site.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Potentially Significant Impact. The proposed Project, with the proposed increase in on-site development, would increase on-site impermeable surfaces compared to existing conditions. Existing percolation of rainwater and irrigation water into the existing water table could be diminished and, as such, the proposed Project could have an impact with respect to groundwater recharge. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate construction impacts upon groundwater hydrology and long-term operational impacts resulting from changes in groundwater recharge with respect to the existing state regulations. The EIR will describe regional, sub-regional and local area groundwater levels. The EIR analysis will also evaluate local existing groundwater conditions including, but not necessarily limited to, existing uses and subsurface stratigraphy, groundwater depth and the direction of flow.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Potentially Significant Impact. The development of the proposed Project would require grading and excavation that may alter the direction of runoff from the Project Site. In addition, future on-site development, particularly within the Universal Village District, would result in an increase in impermeable surface area, which in turn could increase surface water runoff and a resultant potential for flooding. The Project Site would continue to maintain certain natural slopes that may increase the velocity of the runoff and the potential for erosion, siltation and/or on-site flooding. Uncontrolled surface runoff over natural ground has the potential to enter and flood adjoining downstream properties or enter the LAFCC and cause siltation in the Los Angeles River basin. The proposed Project, therefore, has the potential to increase and redirect runoff in a manner that would alter existing drainage patterns that, if uncontrolled, could result in on- and off-site, erosion, siltation, and flooding. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe existing regional, sub-regional and local watersheds and drainage areas and will identify existing on- and off-site drainage facilities. The EIR will also identify on-site drainage areas and flow quantities for existing conditions. In addition, the EIR will also identify issues and analyze impacts relating to discharges to the LAFCC as well as the other conveyances that handle the proposed Project's runoff flows. Any existing off-site drainage constraints will be identified. The EIR will also identify proposed changes to on-site drainage areas and impacts of Project buildings on future drainage patterns. In addition, the EIR will analyze the potential for on-site flooding impacts and the potential for on-site conditions to cause off-site flooding as well as address current regulations and practices regarding on-site detention and the extent to which the proposed Project complies with City and County standards regarding the design and construction of the Project's future stormwater conveyance facilities.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Potentially Significant Impact. Refer to response to Section 8(c), above.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. The development of the proposed Project would increase the portions of the Project Site that are covered with impermeable areas. This change in on-site conditions could increase surface water runoff across the site, before entering the off-site stormwater drainage system that serves the Project Site. Changes in on-site drainage patterns and/or increases in surface runoff have the potential to create off-site flooding. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify existing and proposed drainage patterns and facilities, and analyze the effects of proposed development on the capacity of existing and proposed drainage systems (refer to Sections 8.(c)

& (d), above). The EIR will also address any potential pollution that could occur from flooding within or across the Project Site, including streets, parking areas, natural terrain, or other sources of potential contamination, such as USTs or workshop areas that require the storage or use of potentially hazardous materials or chemicals.

f) Would the project otherwise substantially degrade water quality?

Potentially Significant Impact. Construction of the proposed Project would expose soils and fill materials to surface water runoff, during on-site grading and excavation activities. Such exposure has the potential to have an adverse impact on water quality. The increase in impermeable surfaces that would occur under the proposed Project could increase surface water runoff, which could degrade water quality by picking up contaminants from ground surfaces and roadways. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe the regulatory environment as it relates to water quality and will evaluate recent and current surface and groundwater quality data for the Project Site. The EIR analysis will also identify on-site sources that could have an effect on water quality and will evaluate existing on-site programs that address on-site water quality issues. Although it is assumed that the proposed Project would not require major changes to the existing nature of discharges as recognized in existing permits, the EIR will update information regarding status of existing permits that are applicable to the Project Site. The Draft EIR will also update groundwater information with recent field test data, and will identify any known off-site groundwater contamination that could migrate onto the Project Site.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The Project Site is not located within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The Project Site is located within FEMA Flood Zone C, which is defined as an area of minimal flooding and is entirely outside the Los Angeles River's 100-year floodplain as the River's 100-year floodplain is contained entirely within the LAFCC itself. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Refer to response to Section 8(g), above.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potentially Significant Impact. The Project Site is not located in an area that would be subject to flooding from the failure of a levee or dam. Although the adjacent LAFCC is located within the Hanson Dam inundation zone, the Project Site is not shown on the County's Flood and Inundation Hazards Map as being located within any inundation boundaries. The Project Site is also not within the flood

inundation areas of the Sepulveda Dam Flood Control Basin, the Hollywood Reservoir, the Upper or Lower Franklin Canyon Reservoirs, the Los Angeles River or any other surface water bodies.[12] Thus, the proposed Project would not expose people to risk of loss, injury, or death as the result of the failure of a levee or dam. However, in the Project vicinity (south of the Los Angeles River), the LAFCC serves as a collection site for surface water runoff from the Hollywood Hills, the west side of Cahuenga Pass, and portions of North Hollywood, as well as the Project Site. Therefore, further analysis of this issue in an EIR is required. As previously described in Section 8(e), above, the EIR analysis will also identify existing and proposed drainage patterns and facilities, and analyze the effects of proposed development on the capacity of existing and proposed drainage systems.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. Mudflows may occur when exposed soils are loosened by heavy rainfall. Project development, particularly in the Universal Village District, may require excavation and grading that would expose hillside soils. If the exposure of fill soils coincided with consecutive days of heavy rainfall, saturated exposed soils could create a mudflow condition. Tsunamis are great sea waves that affect low-lying areas along a coastline. The Project Site would not be susceptible to tsunamis due to its distance from the ocean and its elevation above sea level. Seiches are large waves or oscillations initiated by an earthquake in enclosed bodies of water, such as a reservoir, storage tank, harbor or lake. A seiche wave has the potential to overflow the sides of the containing basin to inundate adjacent or downstream areas. Man-made water bodies within the Project Site include Jaws Lake, Falls Lake, Park Lake, and other smaller water bodies. Excessive runoff into any of the larger lakes has the potential to overflow and inundate the adjacent and down-gradient area and, as such, the potential for a seiche exists. The potential for an on-site mudflow also does exist. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate potential inundation that could occur from existing man-made lakes and will evaluate the scope and phasing of grading activities that could result in the exposure of soils to heavy rainfall, the location of grading with respect to hillside conditions, and regulatory measures that control soil exposure. The analysis will take into consideration the effects of construction activities and operation on potential mudflow or seiche hazards.

9. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Less than Significant Impact. The Project Site adjoins a range of land uses, including low-rise commercial and multi-family residential uses to the west, a golf course to the north (north of the LAFCC), single-family housing to the east, high-rise commercial uses (Regional Center) to the southwest, and commercial uses along Cahuenga Boulevard to the south. Single-family residential neighborhoods and

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[12] *County of Los Angeles Safety Element, Flood and Inundation Hazards Map, December 1990.*

commercial/studio-related uses are located beyond these immediate areas. All proposed development would occur within the boundaries of the Project Site as it currently exists and these boundaries for the most part are defined by major roadways (i.e., Hollywood Freeway, Lankershim and Barham Boulevards) and/or public infrastructure (i.e., the LAFCC). Therefore, the development of the proposed Project's various components would not occur in a configuration that would physically divide an established community. As a result, a less than significant impact would occur. Nevertheless and reflecting the importance of land use issues pertaining to the interface of proposed on-site and off-site uses, these types of land use issues will be evaluated in an EIR. The EIR analysis will evaluate the specific uses, locations, and scale of the proposed Project's various components and will identify the physical properties and types of off-site land uses. The analysis will take into consideration the compatibility and/or contrast of the proposed Project, with respect to the surrounding established communities.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The proposed Project requires an amendment to adopted land use plans (i.e., City and County general plans, zoning ordinances, etc.). In addition, the proposed Project is seeking to annex the Universal Village District, south of Lakeside Plaza Drive into the City. The Project's proposed residential development is a change from the current City and County General Plans, therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify current land use designations and address the proposed land use designations and amount of development with the policies of all adopted, applicable City, County and regional land use plans

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. An adverse impact would occur if the proposed Project conflicted with any applicable habitat conservation plan or natural community conservation plan. No adopted habitat conservation plans or natural community conservation plans are applicable to the Project Site. Therefore, the proposed Project would not conflict with any such plans and no significant impacts would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

10. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project Site is not located within an area containing significant mineral deposits (i.e., Mineral Resource Zone 2 Areas – MRZ-2),[13] nor is it located within a surface mining district.[14] Thus, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state and no significant impacts would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Project Site is not designated as a locally recognized area containing notable mineral deposits.[15] Thus, the proposed Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan and no significant impacts would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

11. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Construction of the proposed Project would require the use of construction equipment during grading, excavation, hauling, establishing building foundations, road building, installation of utility lines and services, and other construction activities. The concurrent use of construction equipment and machinery has the potential to increase noise levels above the applicable standards of the City and County Noise Ordinances.

As the proposed Project would increase the various types of uses that occur on the Project Site, noise levels from on-site sources also have the potential to increase during Project operation. Existing on-site noise sources include amplified voice and music; patron noise; and other entertainment related noise;

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13 *Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits, Los Angeles City Planning Department, Citywide Division.*

14 *Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits and Oil Drilling & Surface Mining Supplemental Use Districts, Los Angeles City Planning Department, Citywide Division.*

15 *Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits, Los Angeles City Planning Department, Citywide Division.*

building equipment (i.e., mechanical equipment); parking lot activity; and theme park trams. In addition, locating new development in previously underdeveloped areas would place noise sources closer to some off-site sensitive receptors. The traffic attributable to the proposed Project has the potential to cause noise levels to exceed City and County Noise Ordinance standards. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) describe the City and County Noise Ordinances as they relate to construction noise, and to noise generating activities and changes in ambient noise levels during Project operation; (2) identify sensitive receptors in the Project area that may be impacted by Project construction and operational noise levels (i.e., land uses that are considered more sensitive to noise than others are as follows: residential uses, public parks, churches, schools, libraries, and museums); (3) conduct a noise monitoring program at selected locations in the Project area that may be affected by Project noise sources; (4) analyze construction noise impacts by determining the noise levels generated by the different types of on-site construction activities, calculating the construction-related noise level at nearby sensitive receptor locations, and comparing these construction-related noise levels to ambient noise levels (i.e., noise levels without construction noise); (5) establish the noise levels from existing on-site sources and forecast future noise levels from on-site sources based on the noise characteristics of existing uses; and (6) analyze roadway noise impacts attributable to motor vehicle travel generated by on-site development.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Construction of the proposed Project, as described above, would require the use of construction equipment during grading, excavation, hauling, establishing building foundations, road building, installation of utility lines and services, and other construction activities. The use of concurrent earthmoving equipment and machinery could potentially cause groundborne vibration and noise. During Project operation, ground-borne vibration may also emanate from increased road traffic, parking structures or other on-site activities. Therefore, further analysis of this issue in an EIR is required. The EIR's vibration analysis will take into consideration the effects of the Project's construction and operational activities on nearby sensitive buildings and receptors.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Traffic and human activity associated with the proposed Project, as described above, has the potential to increase ambient noise levels above existing levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will develop and implement a noise-monitoring program at selected off-site locations to establish current conditions. Based on this data, and forecasts of noise levels from the proposed Project, future noise levels at off-site receptors will be forecasted. These forecasts will take into account all existing and future on-site noise sources, including, but not limited to, entertainment venue operations, studio production and the proposed residential development in the Universal Village District.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As previously discussed in Section 11(a) & (b), construction activity attributable to the proposed Project has the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the increase in on-site uses may also result in periodic increases in noise levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will identify existing noise levels based on a noise monitoring program conducted at selected locations in the Project area, the identification of noise sensitive receptor locations and an analysis of the affect of the range of Project noise sources that occur on a periodic basis on existing community noise levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an area subject to an airport land use plan or is it located within two miles of an airport. Therefore, no impact with respect to the exposure of persons to excessive airport noise levels would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within the vicinity of a private airstrip. Therefore, no impact with respect to the exposure of persons to excessive airstrip noise levels would occur. As no impacts would occur, no mitigation measures or further evaluation of this issue in an EIR is required.

12. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The proposed Project proposes the development of approximately 2,937 residential units; 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition); and a 500-room-hotel. The proposed Project's development would generate a large number of construction-related jobs as well as an increase in the area's permanent employment base. In addition, the proposed residential uses would increase the number of households and total population of the area. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) include a forecast of construction employees and the potential for construction workers to create a new demand for housing or services not currently available; (2) forecast new employees associated with on-site development; (3) describe the characteristics of the proposed residential development and forecast the on-site residential population at

Project completion; (4) compare the forecasted increase in Project population, housing and employment to available projections in selected planning areas (e.g., SCAG Regional Comprehensive Plan and Guide [RCPG]); and (5) assess the consistency of Project development with the policies set forth in the City's General Plan Housing Element and SCAG's RCPG.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the proposed Project would not displace any existing housing, which in turn would necessitate the construction of replacement housing elsewhere. Therefore, no impact with respect to housing displacement would occur and no mitigation measures or further evaluation of this issue in an EIR is required.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the development of the proposed Project would not cause the displacement of any persons or require the construction of housing elsewhere. Therefore, no impact with respect to housing displacement would occur and no mitigation measures or further evaluation of this issue in an EIR is required.

13. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

(i) Fire protection?

Potentially Significant Impact. The proposed Project proposes the development of approximately 2,937 residential units; 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition); and a 500-room-hotel. This additional development and resulting employment and population growth would likely increase the demand for services by the City (LAFD) and County (LACoFD) fire departments. If existing service capacities are exceeded, new facilities, personnel and/or equipment would be required to maintain acceptable response times and service levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) an identification of the locations, number of service personnel, equipment, and response times of the fire stations currently serving the Project Site; (2) an identification of Fire Code requirements applicable to the proposed Project, including high-rise buildings and parking structures; (3) an analysis of potential impacts during Project construction arising out of the presence of combustible materials and the effects of Project construction on emergency access outside as

well as inside of the Project Site; (4) an identification of the proposed Project's fire flow requirements; (5) an evaluation of the adequacy of existing fire stations and personnel to provide service to the Project during long-term Project operations and determine if expanded or new fire stations or additional personnel would be required; (6) an identification of constraints to service and relevant planning standards as well as proposals for new fire stations or increases in staffing and equipment; (7) an identification and analysis of any special issues associated with Project development (e.g., related to the mix of uses, topography, service by two jurisdictions, etc.); and (8) a description of proposed fire suppression or fire safety design features. The EIR analysis will also evaluate the effects of Project operations on emergency access. Information regarding the handling of on-site hazardous materials, an area of LAFD and LACoFD responsibility, will be addressed in the environmental safety section of the EIR.

(ii) Police Protection?

Potentially Significant Impact. The additional development and resulting population and employment growth that would occur under the proposed Project would likely increase the demand for Los Angeles Police Department (LAPD) and Los Angeles County Sheriff Department (LASD) services. If existing service capacities are exceeded, new facilities, equipment and/or personnel may be required to maintain acceptable response times and service levels. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will include: (1) a description of the current police services provided by LAPD and LASD by identifying the location of the LAPD and LASD stations serving the Project Site, average emergency response times by the LAPD and LASD to the various on-site areas; (2) analysis of the potential for increased demand on police services due to construction activities, including emergency access; (3) information regarding local and regional officer-to-resident ratios and crimes per capita; (4) a description of Project design features that would reduce the proposed Project's demand for police services (e.g., the use of private security personnel); (5) an analysis of the increase in demand on LAPD and LASD services on the basis of the proposed Project's visitor, employee and resident populations; and (6) a comparison of the proposed Project's increased demand on police services with the capacity of existing and any planned facilities to adequately serve the proposed Project during construction and operation. The EIR analysis will also make a determination regarding the need for new or expanded police facilities, equipment and/or personnel.

(iii) Schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The employment and population growth attributable to the proposed Project would increase the demand for schools and facilities operated by the LAUSD. If school/facility capacities were exceeded by Project development, facility enhancements or other measures to address the increases in enrollment levels would be required. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) identify the LAUSD elementary, middle, and senior high schools serving the Project Site; (2) describe existing and projected student populations and enrollment capacities of the existing and planned LAUSD schools serving the Project Site; (3) forecast the number of elementary, middle, and senior high school students that would be directly generated by the proposed

Project's residential uses and indirectly generated by the Project's employment opportunities, and (4) compare the Project's estimated student population to the forecasted capacities of the existing and planned public schools. Any increases in student population that would not be accommodated by existing and planned public schools would be identified. In addition, the EIR analysis will also evaluate issues with regard to the interface between school bus and pedestrians routes to local schools and on- and off-site construction activities. It should be noted that the Applicant would be required to pay mandatory developer school fees to the LAUSD. Pursuant to the Leroy F. Greene School Facilities Act of 1998 (SB 50), these fees are deemed to provide full and complete mitigation of school facilities impacts.

(iv) Parks?

Potentially Significant Impact. The proposed Project would involve the development of approximately 2,937 residential units and new employment opportunities, which would create a demand for public parks and recreational facilities. Several public parks are located within the vicinity of the Project area. Local parks in the immediate vicinity of the proposed Project include South and North Weddington Park. Public recreational facilities in the vicinity of the Project Site include existing and potential trails and bike paths along the Los Angeles River Flood Control Channel (LAFCC). Griffith Park, a 4,210-acre regional park serving the Los Angeles region, is located approximately two miles southeast of the Project Site along the east edge of the Santa Monica Mountain range. While the proposed Project would include on-site park and recreational facilities, the potential exists that Project development would increase the demand for off-site park and recreational facilities to an extent that would cause the capacity of existing park and recreational facilities to be exceeded. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) identify existing and planned parks and/or recreational facilities in the proposed Project's service area; (2) describe recreational facilities and useable open space associated with the proposed Project; (3) evaluate the City and County's recreational standards and the parkland standards of the Quimby Act; and (4) compare the change in the existing service area population/parkland ratio with the addition of the proposed Project's estimated residential population in order to determine the effect of the proposed Project on existing parkland ratios and City, County, and Quimby standards. In addition, the EIR analysis will also assess any temporary impacts, such as access to parks, caused by Project construction.

(v) Other public facilities?

Potentially Significant Impact. Library services within the Project area are provided by the City's Public Library (LAPL). As the proposed Project would involve the construction of approximately 2,937 residential units and new employment opportunities, it is anticipated that there would be a corresponding increase in the demand for LAPL facilities and services. The LAPL assesses service capacity based on the residential population within a specified distance of City libraries. If the proposed Project causes existing library service capacities to be exceeded, library service capacity would need to be expanded. As the potential for this to occur exists, further analysis of this issue in an EIR is required. The EIR analysis will: (1) identify existing and planned libraries in the proposed Project's service area (libraries within a two-mile radius of the Project Site); (2) describe the existing service population and approximate service

capacities of existing libraries and planned/funded new libraries; (3) provide an estimate of the Project's population and (4) compare the potential population increase to the service capacity of the libraries serving the Project Site.

14. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. Refer to response to Section 13(a)(iv), above.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact. The proposed Project includes the construction of on-site entertainment and theme park uses, in addition to park/open space amenities. The construction of these facilities may have an adverse physical effect on the environment. Since these recreational uses are essential components of the proposed Project, the evaluation of the environmental effects of these uses will be incorporated into the analyses included throughout the EIR.

15. TRANSPORTATION AND TRAFFIC

a) Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. The proposed Project would impact the surrounding system which is generally under the jurisdiction of the City's Department of Transportation (LADOT). The construction of the proposed Project would affect the transportation system through the hauling of excavated materials and debris, the transport of construction equipment, the delivery of construction materials and travel by construction workers to and from the Project Site. This increased activity has the potential to adversely affect roadway conditions around the Project Site. Once construction is completed, the Project's employees, visitors, and residents would generate vehicle and transit trips throughout the day. The resulting increase in the use of the area's transportation facilities could exceed roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required. Thus, the EIR analysis will evaluate the impact of construction and operation activities on street, intersection, freeway and transit service levels. With regard to construction activities, the EIR analysis will: (1) describe existing vehicle and pedestrian (i.e., sidewalks, crosswalks, etc.) circulation patterns around the Project Site and along the likely routes used by construction-related vehicles; (2) identify existing bus and transit stops that may require relocation; (3) forecast the number of haul and delivery truck and construction worker trips; and (4) analyze potential construction-related impacts to travel lanes, sidewalks, bicycle lanes/paths, turning lanes, and parking.

During Project operations, the Project's traffic forecasts will be based on a travel demand model, developed in coordination with City and regional transportation agencies. The EIR analysis will address the proposed Project's potential impacts on the streets, intersections, freeways and transit systems serving the Project area. Volume/Capacity (V/C) ratios and Levels of Service (LOS) at study intersections and roadway segments during the A.M. and P.M. peak hours will be based on LADOT required methodology. Forecasts of future baseline traffic conditions (i.e., future conditions without the proposed Project) will include existing, ambient growth, and cumulative development. Trip generation forecasts will be based on types of uses that are proposed as part of the Project taking into consideration visitors, residents, employees, etc. The EIR analysis will also identify potential impacts on neighborhood streets within adjacent residential neighborhoods.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The construction of the proposed Project and projected scope of growth would generate travel by employees, visitors, and residents. This increased activity would cause increases in traffic, which could affect service levels at the County's Congestion Management Plan (CMP) arterial monitoring intersections and CMP mainline freeway monitoring locations. The potential exists that the proposed Project's traffic, individually and/or cumulatively, would exceed the established service levels of CMP designated roads and highways. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will: (1) describe the CMP; (2) identify CMP intersections and freeway segment monitoring locations that may be affected by the proposed Project; and (3) analyze potential Project impacts on CMP facilities, in accordance with current CMP methodologies.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed Project is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. In addition, the proposed Project does not propose any uses that would increase or change air traffic patterns or increase levels of risk with respect to air traffic. No environmental impact would occur as a result of proposed Project and no mitigation measures or further evaluation of this issue in an EIR is required.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the proposed Project would increase traffic levels in the area, particularly at the locations which provide direct access to the Project Site and, thereby, may increase the potential for hazardous conditions in the future. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate potential Project impacts at both existing and planned primary access points, including, but not limited to, the interface of the

proposed Project's access points with pedestrian/bicyclist flows (e.g., Universal Studios Boulevard Bridge).

e) Would the project result in inadequate emergency access?

Potentially Significant Impact. The proposed Project's construction activities may cause the potential closure of travel lanes in adjacent off-site streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The proposed Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. In addition, the increase in traffic generated by the proposed Project has the potential to impact street and intersection service levels and the rate of flow on adjacent streets and highways. Obstruction to on- or off-site properties could potentially result in inadequate emergency access as there would be a reduction in the carrying capacity of an existing street. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will evaluate the surrounding street system that will be used by the proposed Project, the location of any off-site construction activities, and the impact of the proposed Project's traffic with respect to projected roadway service levels. The emergency access analysis will take into consideration the effects of new development on the ability of police, fire, and EMT services to access on- as well as off-site properties during the construction and operation of the proposed Project.

f) Would the project result in inadequate parking capacity?

Potentially Significant Impact. The proposed Project would generate new buildings with employees, visitors, and residents that would require the need for additional parking at the Project Site. Since an increased demand can potentially result in inadequate on-site parking capacity, during Project construction as well as operations, further analysis of this issue in an EIR is required. The EIR analysis will describe the locations and number of spaces in existing and proposed parking facilities, the temporary removal of on-site parking during Project construction, and the availability and potential impact on on-street parking conditions. The EIR analysis will also include a calculation of the required parking for each of the proposed Project's land use components based on LAMC and County Code requirements and policies (i.e., City's Advisory Agency residential parking policy), as applicable, and analyze the extent to which the proposed Project's parking program is consistent with these requirements and policies. The EIR analysis will also identify the change in location and quantity of on-site parking during Project operation and will assess the proposed Project's parking supply relative to these conditions. In addition, the EIR analysis will calculate the proposed Project's total parking demand and assess the ability of the Project's proposed parking supply to meet this demand, taking into account peak parking demand during weekdays and weekends, as well as during seasonal variations.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The Project Site is located across Lankershim Boulevard from the Metro Red Line Universal City Station, a subway that provides service between North Hollywood,

Downtown Los Angeles, and Union Station. The increase in total entertainment, office, restaurant, and studio uses and the addition of a hotel and 2,937 residential units would increase demand for alternative transportation modes such as the Red Line subway. Since the proposed Project would increase the demand for alternative transportation, it may exceed adopted programs or plans for such alternative systems. Therefore, further analysis of this issue in an EIR is required. In evaluating transit impacts, the EIR analysis will follow CMP transit analysis guidelines in the identification of all existing bus, rail, and shuttle services within Project area. The EIR analysis will describe estimated current capacity levels of these systems and identify deficiencies, if any. Project transit trips will be forecasted according to CMP and LADOT methodology. The impact of the proposed Project with respect to bus and rail capacity will then be assessed. The EIR will also assess transit system performance and determine how the transportation improvement package proposed for the Project meets applicable sub-regional requirements. The EIR analysis will also address impacts and opportunities with regard to bicycle facilities both on- and off-site.

16. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The Los Angeles Water Quality Control Board (LAWQCB) implements programs to protect all waters in the coastal watersheds of Los Angles and Ventura Counties. The LAWQCB's Water Quality Control Plan for the Los Angeles Region (Basin Plan)[16] establishes guidelines for all municipalities and other entities that use water and/or discharge into the Santa Monica Bay. Wastewater reclamation and treatment in the City is provided by the Department of Public Works Bureau of Sanitation, which operates two treatment plants (Hyperion and Terminal Island) and two water reclamation plants in accordance with the treatment requirements of the LAWQCB and/or water reclamation requirements of the Basin Plan. The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the LAWQCB's discharge policies for Santa Monica Bay. The City's Sewer Allocation Ordinance (Ordinance No. 166,060) limits the annual increase in wastewater flow to the HTP to 5 mgd. The proposed Project would be required to comply with the monthly allocation set forth by City Ordinance, prior to the issuance of building permits for a project. Although the proposed Project would not be able to connect to the City's wastewater system until capacity is available and, therefore, would not cause the Bureau of Sanitation to exceed LAWQCB treatment requirements, given the importance of this issue at a local and Citywide level, further analysis of this issue in an EIR is required. The EIR analysis (i) will describe existing facilities at the HTP relative to the facility meeting its wastewater treatment requirements, (ii) calculate the proposed

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16 *Water Quality Control Plan, Los Angeles Region, Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties, California Regional Water Quality Control Board Los Angeles Region (4)(adopted June, 1994, updated July 2006).*

Project's total wastewater demand in gallons per day, based on the proposed Project's individual land use components, and (iii) compare this increase in wastewater flows to those set forth in the City's Sewer Allocation Ordinance which in part is the means by which Project development would occur without causing the wastewater treatment requirements of the HTP to be exceeded.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. Water and sewer systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. The expansion of regional facilities supplying water or providing sewage treatment to the proposed Project is not anticipated since existing regional facilities operated by the Los Angeles Department of Water and Power (DWP) (the Project's water provider) and the Los Angeles Department of Public Works (the Project's wastewater treatment provider) are forecasted to serve a 23 percent growth in the size of the service population. However, with the proposed Project's anticipated growth in residential, office, entertainment, hotel, and studio uses, upgraded or new water and wastewater conveyance systems may be required. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will address potential impacts on the regional system, even though none are anticipated, as well as potential impacts on the local conveyance systems. In so doing, the EIR analysis will describe the location and condition of existing sewer lines within and adjacent to the Project Site, as well as the regional lines that are downstream of the Project's flows. The EIR will also describe the existing flow levels and available capacity adjacent to, and downstream of, the Project Site. The proposed Project's estimated peak flow, based on the proposed Project's land use components, will be evaluated and compared to the available capacity, in order to determine the capacity of wastewater conveyance systems. The location and capacity of water conveyance lines will also be evaluated to determine whether adequate fire flow and domestic water service to the Project Site is available. The EIR analysis will also address the extent to which new construction is required to upgrade the existing water and wastewater conveyance systems. This particular analysis will include the approximate duration of construction and the type of excavations that would be required to remove or repair any inadequate water or wastewater lines and/or the need to install new lines. The disruption of any streets or sidewalks due to open excavations will be described and the EIR will assess potential impacts based on the duration and extent of street or sidewalk disruption and the resulting obstruction of vehicle and pedestrian access.

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The proposed Project's anticipated growth in residential, office, entertainment, hotel, and studio uses, will increase the amount of on-site impermeable areas due to new buildings, parking lots and roads. As a result, surface water runoff into existing on- and off-site storm

drain systems would increase. As previously discussed (see Section 8.(d)), runoff from the Project Site could potentially exceed the capacity of the existing storm drain systems operating in the Project vicinity. Therefore, further analysis of this issue in an EIR is required. The EIR's hydrology analysis will evaluate the locations and capacities of existing drainage systems and will evaluate the proposed Project's estimated runoff. The EIR analysis will also describe the locations of existing storm drains and the locations of any drains that may need to be replaced. The evaluation will include the approximate duration of construction and the type of excavations, if any, that would be required to remove or repair any inadequate storm drains or to install new storm drains. The disruption of any streets or sidewalks due to open excavations will be assessed based on the duration and extent of street or sidewalk disruption and the resulting obstruction of vehicle and pedestrian access.

d) Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. The City's Department of Water and Power (DWP) currently provides, and will continue to provide, water service to the Project Site. The Project's level of development would increase the overall demand for water supplies as administered by the DWP. Given the amount of development that is proposed, the proposed Project will require the preparation of a Water Supply Assessment by DWP pursuant to California Water Code Sections 10910-10912. Therefore, further analysis of this issue in an EIR is required. The EIR analysis will calculate the proposed Project's total water demand in gallons per day, based on the proposed Project's individual land use components, and will incorporate the results of the DWP's Water Supply Assessment.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. (Refer to Section 16.(a), above.)

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. The increased commercial and residential growth generated by the proposed Project would incrementally increase demand on the capacity of the landfills that serve development across the City and County. As a commercial and multi-family residential development, the proposed Project's solid waste would be collected and transported by private contractors. Site-generated solid waste would be disposed of at landfills located both within and outside of Los Angeles County. Class III landfills accept all types of non-hazardous solid waste. Solid waste disposal needs would occur during Project construction as well as long-term Project operations. Construction wastes would be generated by the demolition of existing on-site uses as well as from the byproducts of new construction that would represent a one-time demand for area landfills. Once construction is complete, daily activities of the proposed Project's developed land uses would generate solid waste on a daily basis. Although the proposed Project's solid waste would represent a small percentage of the daily solid waste generated in

the City and County, the effects of the incremental increase in operational and construction solid waste have the potential to exceed existing and projected capacities and/or to conflict with the policies of the Los Angeles County Solid Waste Management Plan (CoSWMP) or the City's Solid Waste Management Policy Plan (CiSWMPP) and Source Reduction and Recycling Element (SRRE). Therefore, further analysis of this issue in an EIR is required. The EIR analysis will describe the types and quantity of debris that would be generated by demolition and construction, and the quantity of solid waste that would be generated on a daily and annual basis during Project operation. These forecasts will also address the approximate quantity of wastes that would be recycled or diverted from landfill disposal in accordance with City and County recycling policies. The EIR analysis will also identify the location, classification, and projected capacity of landfills that may receive the proposed Project's construction and operation wastes. Based on these forecasts, the EIR analysis will determine the consistency of the proposed Project's solid waste disposal with the diversion and recycling goals of the CoSWMP, as well as the City's CiSWMPP, SRRE, and determine if the proposed Project's solid waste disposal needs would be met by existing and planned landfill facilities. In addition, the EIR analysis will address the disposal of hazardous materials during Project construction and operations.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. An adverse impact would occur if the proposed Project would not comply with federal, state, and local statutes and regulations related to solid waste. Solid waste management is guided by the California Integrated Waste Management Act of 1989 that emphasizes resource conservation through reduction, recycling, and reuse of solid waste. The Act requires that localities conduct a Solid Waste Generation Study (SWGS) and develop a Source Reduction Recycling Element (SRRE). The City and County have also prepared Solid Waste Management Policy Plans (the CoSWMP and the CiSWMPP) which would be applicable to the proposed Project. The proposed Project would be required to comply with the CoSWMP and the CiSWMPP, in addition to applicable federal and state regulations associated with solid waste. Furthermore, the California Solid Waste Reuse and Recycling Act of 1991 requires development projects to provide adequate storage areas for collection and removal of recyclable materials. Recycling collection facilities would be included as part of the proposed Project. Since the proposed Project would comply with all applicable federal, state, and local regulations, related to solid waste, no impacts with respect to compliance with existing solid waste statutes and regulations would occur. Issues relating to the closed on-site landfill are addressed above in Section 7(a)(b). No mitigation measures or further evaluation of this issue in an EIR is required.

17. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the proposed Project has the potential to result in significant impacts with regard to the issues addressed herein. Therefore, the proposed Project has the potential to degrade the quality of the environment. An EIR will be prepared to analyze and document these potentially significant impacts. All feasible mitigation measures will be identified to reduce the identified significant impacts.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the proposed Project are combined with the impacts of related projects in proximity to the Project Site, including but no limited to the proposed development on the site of the Metro Red Line Universal City Station on the west side of Lankershim Boulevard at Universal Hollywood Drive, thereby resulting in impacts that are greater than the impacts of the proposed Project alone. Located within the vicinity of the Project Site are other past, current and/or reasonably foreseeable projects, whose development, in conjunction with that of the proposed Project, may contribute to potential cumulative impacts. Impacts of the proposed Project on both an individual and cumulative basis will be addressed in an EIR. Therefore, the potential for cumulative impacts related to aesthetics; air quality; biotic resources; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; noise; population, housing and employment; public services; transportation and traffic; and utilities and service systems resulting from the proposed Project in conjunction with related projects will be analyzed and documented in an EIR.

The potential for significant cumulative impacts from the other environmental issues that are not to be evaluated and documented in the Environmental Impact Report can be assessed at this time. Cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the proposed Project would have no contributory impact. Environmental issues meeting this criterion include agricultural resources and mineral resources. Therefore, only those aspects of the proposed Project to be analyzed and documented in an EIR are concluded to have the potential for significant cumulative impacts.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Construction and operation of the proposed Project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As a result, these potential effects will be analyzed further in an EIR.

Appendix D

Notice of Preparation & Notice of Preparation Comment Letters

Appendix D-1

Notice of Preparation

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

CITY PLANNING COMMISSION
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MICHAEL K. WOO

GABRIELE WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

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DEPUTY DIRECTOR
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FAX: (213) 978-1275

INFORMATION
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www.lacity.org/PLN

July 10, 2007

NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING

EAF NO.: ENV 2007-0254 EIR
PROJECT NAME: Universal City Vision Plan
PROJECT LOCATION/ADDRESS: 100 Universal City Plaza, Universal City, CA 91608
COMMUNITY PLANNING AREA: Sherman Oaks-Studio City-Toluca Lakes-Cahuenga Pass
COUNCIL DISTRICT: 4
DUE DATE FOR PUBLIC COMMENTS: August 9, 2007

The City of Los Angeles, Department of City Planning, will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein (the "Project"). The Department of City Planning requests your comments as to the scope and content of the EIR. The purpose of the Scoping Meeting is to receive input from the public as to what areas the EIR should study. No decisions about the project are made at the scoping meeting. The Project description, location, and the potential environmental effects are set forth below. Also included below are the date, time, and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR. The Scoping Meeting is in an open house format. **THIS IS NOT THE REQUIRED PUBLIC HEARING FOR MUNICIPAL CODE ENTITLEMENT REQUESTS which will be scheduled after preparation of the EIR.** A copy of the Initial Study prepared for the Project is not attached but is available for review at the Department of City Planning, 200 North Spring Street, Room 601, Los Angeles, CA 90012.

PROJECT DESCRIPTION: The Project Applicant, Universal City Studios LLLP, L.P., proposes the development of approximately 1.56 million square feet of various net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), a 500-room hotel and 2,937 multi-family residential units. The Project proposes new development across all of the major types of land uses that occur on the Project Site, including CityWalk, theme park (including Amphitheater use), tram tour, studio, production, retail, office and hotel uses, in addition to the introduction of residential uses onto the Project Site. This proposed new development would be supported by additional parking facilities and improvements to the on-site circulation system.

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 Amendment to establish a Specific Plan 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 to effectuate the new Specific Plan; Tentative Tract Maps for mixed-use development (including residential condominiums with accompanying Development Design Guidelines); Development and Pre-Annexation Agreement; a Haul Route Permit; 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 delete an on-site road (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).

PROJECT LOCATION: The Project Site is comprised of approximately 391 acres located in Universal City. The Project Site is located approximately two miles north of Hollywood and approximately one and one-half miles south and east of the junction of U.S. Route 101 (Hollywood Freeway) and State Route 134 (Ventura Freeway). The Project Site is generally bounded by the Los Angeles County Flood Control Channel (LAFCC) to the north, the Hollywood Freeway to the south, Barham Boulevard and residences to the east, and Lankershim Boulevard and the Universal Metro Rail Station to the west.

The Project Site currently includes approximately 95 acres located within the City, and 296 acres located in the County. The Project proposes annexation of approximately 76 acres of the Project Site from the County's jurisdiction to the City, and 32 acres from the City's jurisdiction to the County, for an overall net change of 44 acres from the County to the City. The annexation would result in approximately 139 acres of the Project Site located within the City, with the remaining 252 acres located within the County.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services; Recreation; Transportation/ Circulation; Utilities; and Mandatory Findings of Significance.

PUBLIC SCOPING MEETING DATE AND LOCATION: The public scoping meeting will be held on AUGUST 1, 2007 from 4:00 p.m. to 8:00 p.m. at the Marvin Braude San Fernando Valley Constituent Service Center. The purpose of the scoping meeting is to solicit public comments regarding issues to be addressed in the Draft EIR. The scoping meeting will provide information regarding the Project and the anticipated scope of analyses to be contained in the Draft EIR. The Department of City Planning encourages all interested individuals and organizations to attend this meeting.

Date:	**August 1, 2007**
Time:	**4:00 p.m. to 8:00 p.m.**
Location:	**Marvin Braude San Fernando Valley Constituent Service Center** **6262 Van Nuys Boulevard, First Floor** **Van Nuys, CA 91401**

The enclosed materials reflect the current scope of the Project (subject to change) which is located in an area of interest to you and/or the organization you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning. The Department of City Planning

addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by August 9, 2007. Written comments will also be accepted at the scoping meeting described above.

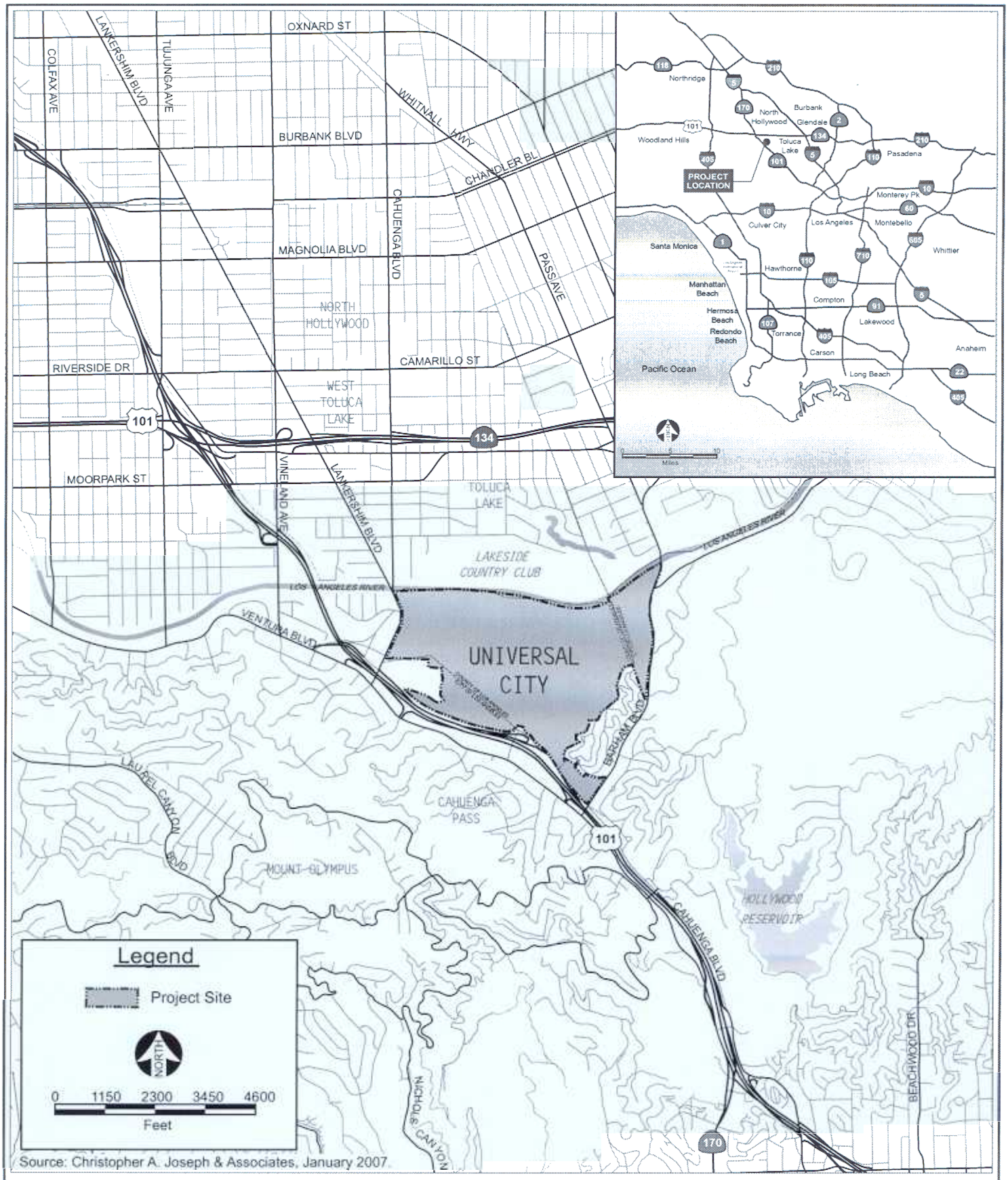
Please direct your comments to:

Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012
Fax: (213) 978-6566
Jon.Foreman@lacity.org

S. Gail Goldberg, AICP
Director of Planning

Jon Foreman
City Planner, Project Coordinator

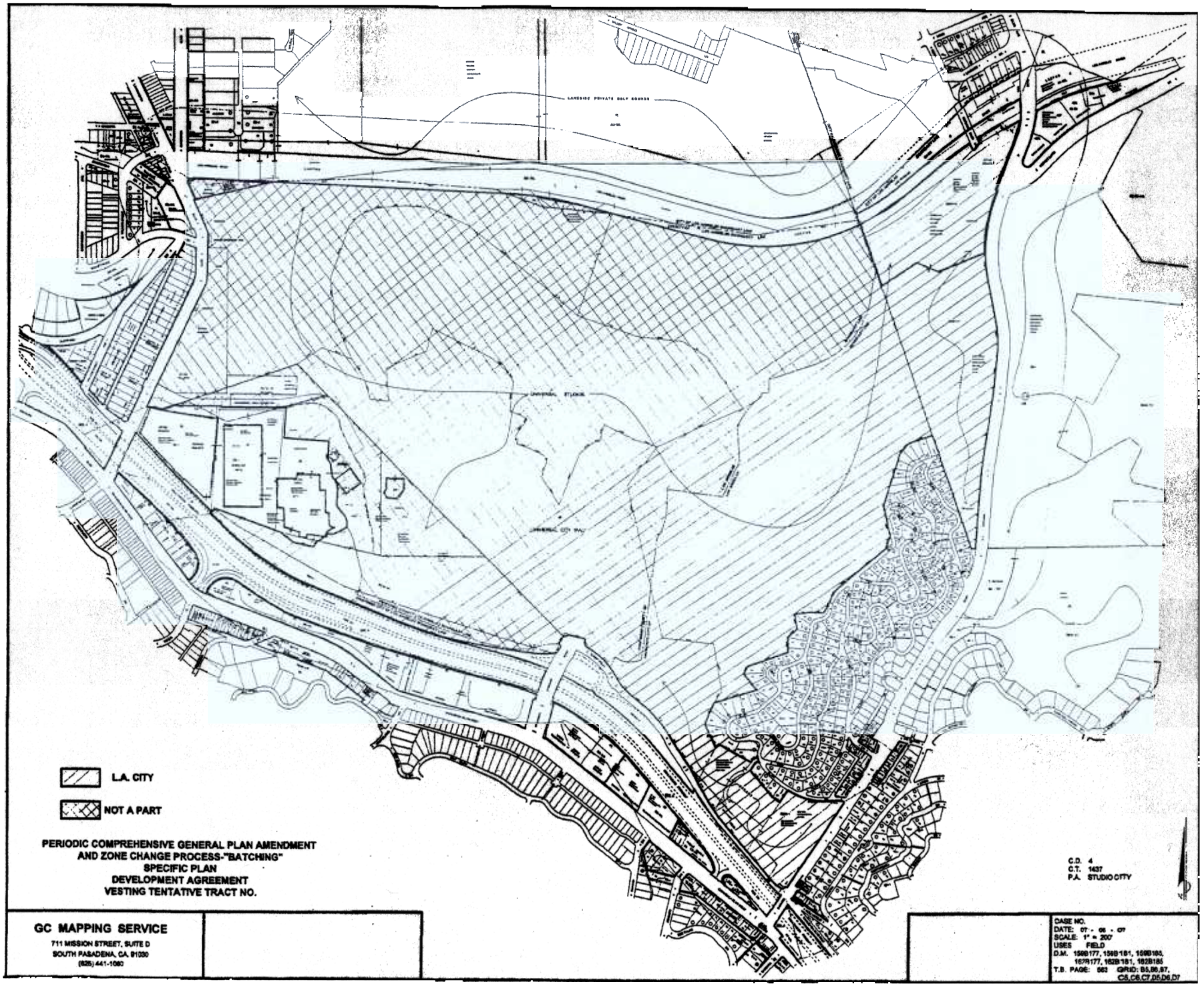
Enclosures



Source: Christopher A. Joseph & Associates, January 2007

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Project Location Map


LANDIDIC PRIVATE GOLF COURSE
UNIVERSAL STUDIOS
UNIVERSAL CITY WALK
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PERIODIC COMPREHENSIVE GENERAL PLAN AMENDMENT
AND ZONE CHANGE PROCESS-"BATCHING"
SPECIFIC PLAN
DEVELOPMENT AGREEMENT
VESTING TENTATIVE TRACT NO.
C.D. 4
C.T. 1437
P.A. STUDIO CITY
GC MAPPING SERVICE
711 MISSION STREET, SUITE D
SOUTH PASADENA, CA. 91030
(626) 441-1060
CASE NO.
DATE: 07 - 06 - 07
SCALE: 1" = 200'
USES FIELD
D.M. 159B177, 159B181, 159B185,
167B177, 162B181, 162B185
T.B. PAGE: 562 GRID: B5,B6,B7,
C5,C6,C7,D5,D6,D7

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

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ORIGINAL FILED
JUL 20 2007
LOS ANGELES, COUNTY CLERK

July 19, 2007*

*Asterisk denotes changes made from pervious notice.

NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING MEETING

THIS NOTICE OF PREPARATION (NOP) IS BEING RECIRCULATED FOR THIS PROJECT DUE TO A CHANGE IN LOCATION OF SCOPING MEETING AND A CHANGE IN DATE FOR PUBLIC INPUT PERIOD*

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PROJECT NAME: Universal City Vision Plan
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A detailed description of the Project location is provided in the attached Initial Study.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use and Planning; Noise; Population and Housing; Public Services; Recreation; Transportation/ Circulation; Utilities; and Mandatory Findings of Significance.

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Date: **August 1, 2007**

Time: **4:00 p.m. to 8:00 p.m.**

Location: ***HILTON LOS ANGELES/UNIVERSAL CITY HOTEL***
555 UNIVERSAL HOLLYWOOD DRIVE
UNIVERSAL CITY, CA 91608*

The enclosed materials reflect the current scope of the Project (subject to change) which is located in an area of interest to you and/or the organization you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning. The Department of City Planning welcomes all input regarding the environmental impacts of the proposed project and the issues to be addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written communications** must be submitted to this office by ***August 20, 2007****. Written communications will also be accepted at the scoping meeting described above.

Please direct your comments to:

Jon Foreman
City Planner/Project Coordinator
Department of City Planning
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Los Angeles, CA 90012
Fax: (213) 978-6566
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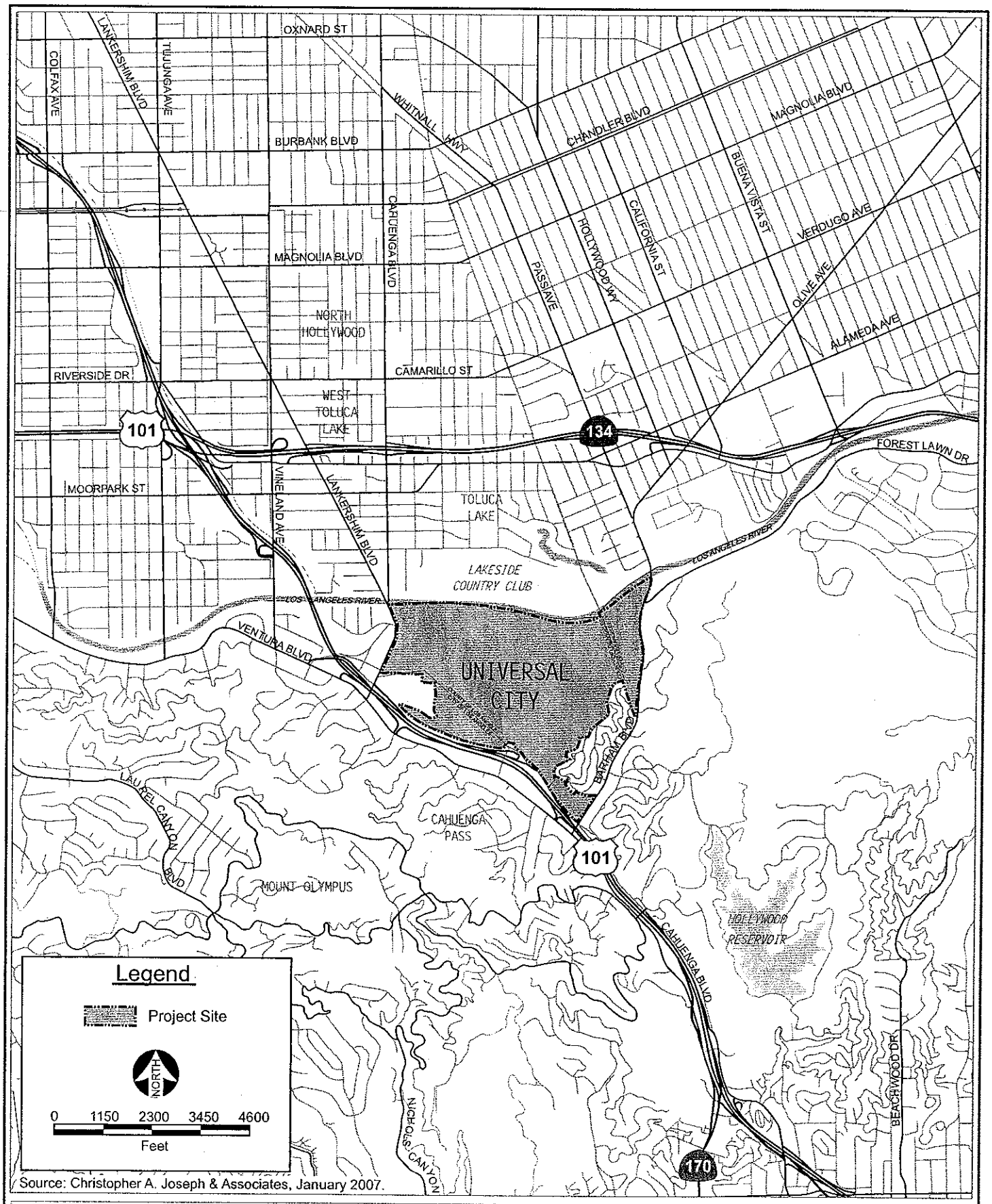
City Planner, Project Coordinator

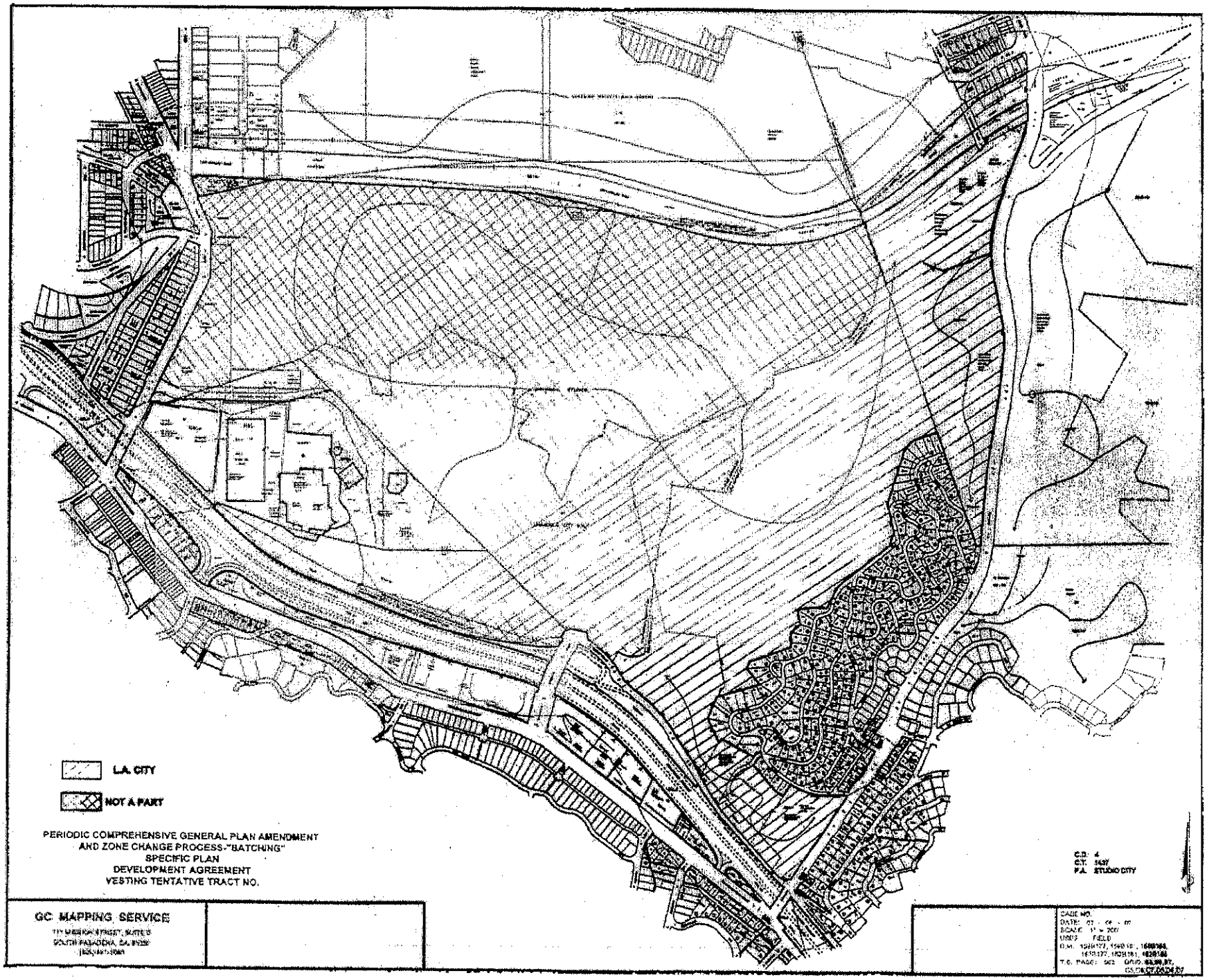
Enclosures



Source: Christopher A. Joseph & Associates, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-2
Project Location Map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Appendix D-2

Notice of Preparation Comment Letters

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I. STATE AGENCIES

From: "Scott P. Harris" <spharris@dfg.ca.gov>
To: <Jon.Foreman@lacity.org>
Date: 7/16/2007 9:27 AM
Subject: Metro Universal
Attachments: Bird Language excerpt.doc

Mr. Foreman:

Please consider the attached native bird avoidance language as a mitigation measure for the Metro Universal Project located at 3875 N. Lankershim Boulevard if the project will involve disturbances to or removal of vegetation, or building demolition. The Department of Fish and Game will not be providing comments to projects of this nature if the City would please include this bird avoidance language for projects involving urban infill development on existing developed landscaped lots. Thanks you.

Scott Harris
Environmental Scientist
CA Dept. of Fish and Game

a. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

b. Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).

c. If avoidance of the breeding bird season is not feasible, the Department recommends that beginning thirty days prior to the disturbance of suitable nesting habitat the project proponent should arrange for weekly bird surveys to detect protected native birds occurring in the habitat that is to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys should be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys should continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work. If a protected native bird is found, the project proponent should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing <u>marking the protected area 300 feet (or 500 feet) from the nest</u>. Construction personnel should be instructed on the sensitivity of the area. The project proponent should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
1011 North Grandview Avenue
Glendale, California 91201

Arnold Schwarzenegger
Governor

August 14, 2007

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

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

NOTICE OF PREPARATION FOR THE UNIVERSAL CITY VISION PLAN DRAFT ENVIRONMENTAL IMPACT REPORT, SCH NO. 2007071036

Dear Mr. Foreman:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The Initial Study of the NOP states that the Project Site (Site) is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would potentially create a significant hazard to the public or the environment. DTSC recommends environmental investigation to evaluate further whether conditions at the Site pose a threat to human health or the environment.

2. All environmental investigation and/or remediation should be conducted under a Workplan which is approved by a regulatory agency who has jurisdiction to oversee hazardous waste cleanups. Proper investigation and remedial actions should be conducted at the Site prior to its development.

3. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exist, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulatory oversight.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact Mr. Alberto Valmidiano, Project Manager, at (818) 551-2870 or me, at (818) 551-2980.

Sincerely,

Juli Oborne
Unit Chief
Southern California Cleanup Operations Branch – Glendale Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Office of Environmental Planning and Analysis
CEQA Tracking Center
Department of Toxic Substances Control
1001"I" Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-3747
FAX: (213) 897-1337

Flex your power!
Be energy efficient!

IGR/CEQA No. 070725AL, NOP
Universal City Vision Plan
Vic. LA-101/LA-134/LA-170/LA-05
SCH # 2007071036

August 1, 2007

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

RECEIVED
CITY OF LOS ANGELES
AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Dear Mr. Foreman:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The project proposes the development of approximately 1.56 million square feet of net new commercial uses (approximately 2.2 million square feet of new commercial development less 647,000 square feet of demolition), and a 500-room hotel. In addition, 2,937 residential dwelling units are proposed for the Universal Village District on the eastern portion of the project site. A total of approximately 180,000 square feet of community-and neighborhood-serving retail and community serving uses would be developed to support the proposed-onsite residential development.

To assist us in our efforts to evaluate the impacts of this project on State transportation facilities, a traffic study in advance of the DEIR should be prepared. We wish to refer the project's traffic consultant to our traffic study guideline Website:

http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

and we list here some elements of what we generally are expecting in the traffic study:

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 101, 134, 170 and 05.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check

results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

   - Description of Transportation Infrastructure Improvements
   - **Financial Costs, Funding Sources and Financing**
   - Sequence and Scheduling Considerations
   - Implementation Responsibilities, Controls, and Monitoring

   Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

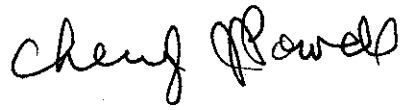
   We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

   The Department as commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and its facilities must be analyzed per the Department's Traffic Impact Study Guidelines.

We look forward to reviewing the traffic study. We expect to receive a copy from the State Clearinghouse when the DEIR is completed. However, to expedite the review process, and clarify any misunderstandings, you may send a copy in advance to the undersigned.

Currently Caltrans is working with the project consultants to prepare the final traffic study report. Any additional comments may be presented in the future meetings with the City and/or consultants. A tentative technical meeting is scheduled on August 8, 2007. If you have any questions, please feel free to contact me at (213) 897-3747 or Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 070725AL.

Sincerely,



CHERYL J. POWELL
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

II. REGIONAL AGENCIES

From: "Striegler, Glenn" <glenn.striegler@lausd.net>
To: <jon.foreman@lacity.org>
Date: 8/8/2007 2:30 PM
Subject: Universal City Vision Plan
Attachments: Universal City Vision Plan Response Package CityLA.PDF

The response to your Notice of Preparation is attached. If you need additional information, please call me.

Glenn Striegler

Environmental Assessment Coordinator

LAUSD Office of Environmental Health & Safety

333 South Beaudry Ave - 20th Floor

Los Angeles, CA 90017

(213) 241-2199 Phone

(213) 241-3327 FAX

glenn.striegler@lausd.net

http://lausd-oehs.org <http://lausd-oehs.org/>

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

August 2, 2007

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. **Enrollment and capacity data are updated annually and become available after December 1 of each year.**

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

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES - Report #1

PROJECT SERVED: Universal City Vision Plan, 100 Universal City Plaza, Universal City, CA 91608 (See Map).

SCHOOL YEAR: 2007-2008

(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

	East Valley Area New MS #1

13
1809

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.

LAUSD SCHOOLS ENROLLMENTS AND CAPACITIES - Report #2

PROJECT SERVED: Universal City Vision Plan, 100 Universal City Plaza, Universal City, CA 91608 (See Map).
SCHOOL YEAR: 2007-2008
(Enrollment & Capacities reflect data from School Year (SY) 2006-2007. SEE DISCLAIMER BELOW.)

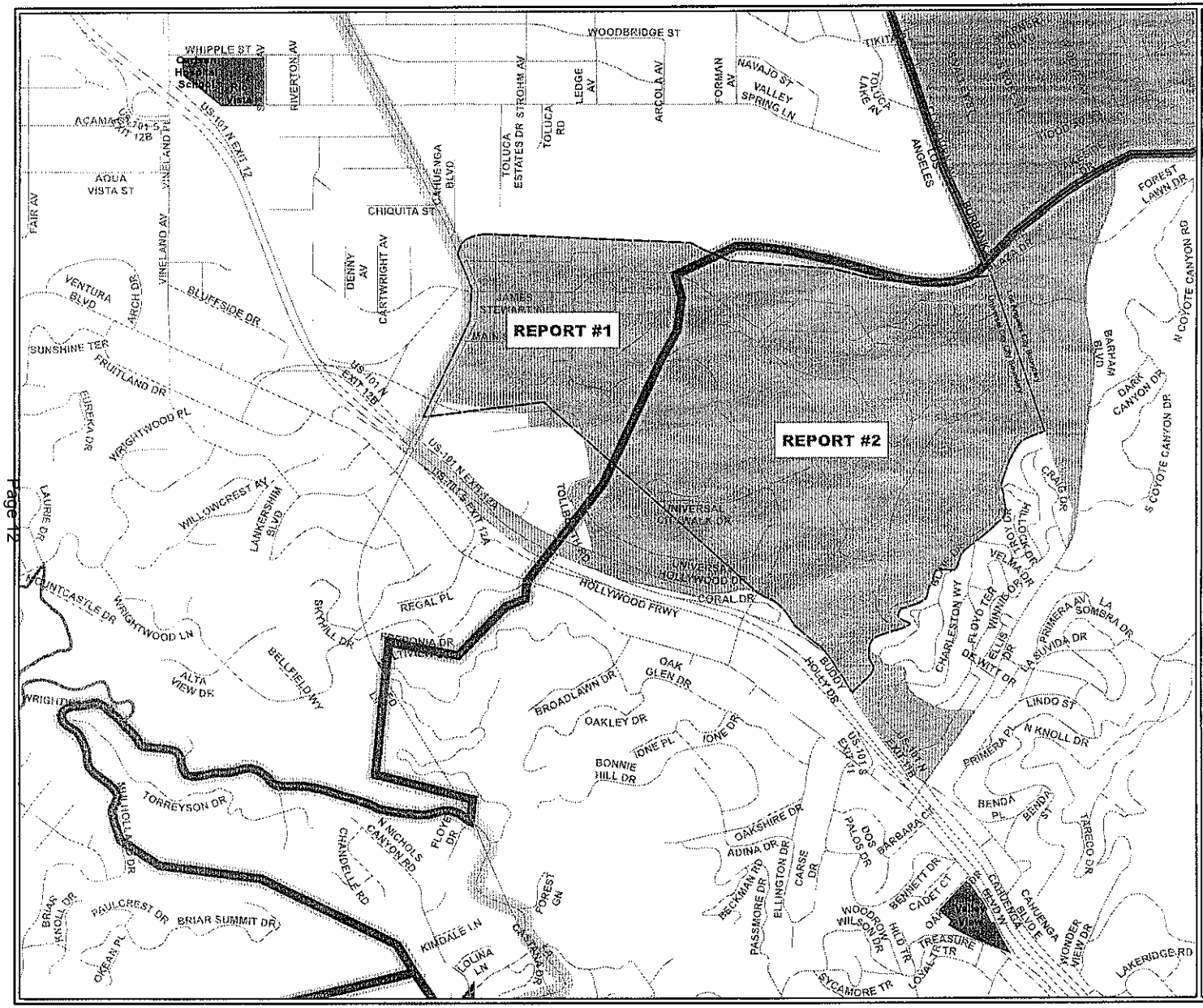
1	2	3	4	5	6	7	8	9	10	11	12
Location Code	School Name	Current Calendar	Current Capacity	Resident Enrollment	Actual Enrollment	**Current seating overage/(shortage)**	Overcrowded **Now?**	Projected Capacity	Projected Enrollment	**Projected seating overage/(shortage)**	Overcrowding Projected in **Future?**
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).
[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.



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 8/3/2007

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
Heritage School
Pupil Statistics
Transportation Branch
Demographic and Boundary Unit
School Traffic and Safety Education Section
Department of Transportation, City of L. A.

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:

School	Master Planning and Demographics
Pupil Statistics	School Traffic and Safety Education Section
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

DISTRIBUTION: School
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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

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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

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Metro

Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

RECEIVED
CITY OF LOS ANGELES
JUL 16 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

July 16, 2007

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

Dear Mr. Foreman:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Universal City Vision Plan. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

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

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

Sincerely,

Susan Chapman
Program Manager, Long Range Planning

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • www.aqmd.gov

July 26, 2007

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

Dear Mr. Foreman:

Recirculated Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the
Universal City Vision Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:LI
LAC070720-04AK
Control Number

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July 13, 2007

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

Dear Mr. Foreman

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Universal City Vision Plan

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

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The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

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Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:LI
LAC070711-03AK
Control Number

SOUTHERN CALIFORNIA

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Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

6.21.07

July 26, 2007

RECEIVED
CITY OF LOS ANGELES
JUL 30 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Mr. Jon Foreman, City Planner
City of Los Angeles
200 N Spring Street, Room 601
Los Angeles, Ca. 90012

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Universal City Vision Plan - SCAG No. I20070419

Dear Mr. Foreman,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Universal City Vision Plan, SCAG No. I20070419, to the Southern California Association of Governments (SCAG) for review and comment. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project proposes the development of 1,560,000 square feet (net) of new commercial uses, 500-room hotel, and 2,937 multi-family residential units. The project is generally located north of the US-101 Freeway (Hollywood), east of Lankershim Boulevard, and west of Barham Boulevard. Total project area is approximately 391 acres.

CEQA requires that EIR's discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies, and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact James R Tebbetts at (213) 236-1915. Thank you.

Sincerely,

Jacob Lieb
Manager, Environmental Division

DOCS# 138377v1

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSAL CITY VISION PROJECT, SCAG NO. I 20070419

PROJECT DESCRIPTION

The project proposes the construction of 2,200,000 square feet of new commercial uses, inconjuction with the demolition of 647,000 square feet, with a net increase of 1,560,000 square feet commercial uses (Uses/Estimated New Construction Floor Area - Studio – 249,000 square feet; Studio Office 457,000 square feet; Office – 485,000 square feet; Entertainment – 196,000 square feet; Entertainment Retail – 39,000 square feet; Neighborhood Retail – 180,000 square feet.), 500-room hotel, and 2,937 multi-family residential units. The project will be constructed over a period of 21 years (2009 to 2030). Estimated start date is 2009. The project is generally located north of the US-101 Freeway (Hollywood), east of Lankershim Boulevard, and west of Barham Boulevard. Total project area is approximately 391 acres.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Universal City Vision Project.

3.01 The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.

Regional Growth Forecasts

The DEIR should reflect the most current, adopted SCAG forecasts, which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The adopted forecasts for your region, subregion, and city are as follows:

Adopted SCAG Regionwide Forecasts

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Los Angeles Sub Region Forecasts

	2010	2015	2020	2025	2030
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted City of Los Angeles Forecasts

	2010	2015	2020	2025	2030
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The project is located within the jurisdictions of both the City and County of Los Angeles, with the City taking lead agency status. There will be annexation and de-annexation actions associated with the project. Impacts associated with population, households and employment forecasts should use the Los Angeles Sub Region forecast numbers. A discussion of the adopted population, housing and employment forecasts should be included in the DEIR.

3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.04 Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.

3.05 Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.

3.08 Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.

3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.

3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.11 Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.

3.12 Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.

3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

3.14 Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.

3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.

3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
3.17 Support and encourage settlement patterns, which contain a range of urban densities.
3.18 Encourage planned development in locations least likely to cause adverse environmental impact.
3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 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.
3.25 Encourage the efforts of local jurisdictions, employers and service agencies to provide adequate training and retraining of workers, and prepare the labor force to meet the future challenges of the regional economy.
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

9.4 Maintain open space for adequate protection to lives and properties against natural and manmade hazards.
9.5 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.
9.6 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

RTP G1 Maximize mobility and accessibility for all people and goods in the region.
RTP G2 Ensure travel safety and reliability for all people and goods in the region.
RTP G3 Preserve and ensure a sustainable regional transportation system.
RTP G4 Maximize the productivity of our transportation system.
RTP G5 Protect the environment, improve air quality and promote energy efficiency.
RTP G6 Encourage land use and growth patterns that complement our transportation investments.

Regional Transportation Plan Policies

RTP P1 Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

Performance Indicator	Performance Measures	Definition	Performance Outcome
Mobility	• Average Daily Speed • Average Daily Delay	Speed-experienced by travelers regardless of mode. Delay-excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used.	10% Improvement 40% Improvement
Accessibility	• Percent PM peak work trips within 45 minutes of home • Distribution of work trip travel times		Auto 90% Transit 37% Auto 8% Improvement Transit8% Improvement
Reliability	• Percent variation in travel time	Day-to-day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions.	10% Improvement
Safety	• Accident Rates	Measured in accidents per million vehicle miles by mode.	0.3% Improvement
Cost Effectiveness	• Benefit-to-Cost (B/C) Ratio	Ratio of benefits of RTP investments to the associated investments costs.	$3.08

Performance Indicator	Performance Measures	Definition	Performance Outcome
Productivity	• Percent capability utilized during peak conditions	Transportation infrastructure capacity and services provided. • Roadway Capacity - vehicles per hour per lane by type of facility. • Transit Capacity – seating capacity utilized by mode.	20% Improvement at known bottlenecks N/A
Sustainability	• Total cost per capita to sustain current system performance	Focus in on overall performance, including infrastructure condition Preservation measure is a sub-set of sustainability.	$20 per capita, primarily in preservation costs
Preservation	• Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition. Sub-set of sustainability.	Maintain current conditions
Environmental	• Emissions generated by travel	Measured/forecast emissions include CO, NOX, PM10, SOX and VOC. CO2 as secondary measure to reflect greenhouse emissions.	Meets conformity requirements
Environmental Justice	• Expenditures by quintile and ethnicity • Benefit vs. burden by quintiles	Proportionate share of expenditures in the 2004 RTP by each quintile. Proportionate share of benefits to each quintile ethnicity. Proportionate share of additional airport noise by ethnic group.	No disproportionate impact to any group or quintile

RTP P2 *Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.*

RTP P3 *RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.*

GROWTH VISIONING

The Universal City Vision Plan is located in a Compass 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. Please demonstrate how the Universal City Vision Plan does or does not support these principles. More information can be found at: http://www.compassblueprint.org/2percent .

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*

GV P1.2 Locate new housing near existing jobs and new jobs near existing housing.
GV P1.3 Encourage transit-oriented development.
GV P1.4 Promote a variety of travel choices

Principle 2: Foster livability in all communities
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.
GV P2.2 Promote developments, which provide a mix of uses.
GV P2.3 Promote "people scaled," walkable communities.
GV P2.4 Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable prosperity for all people
GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
GV P3.2 Support educational opportunities that promote balanced growth.
GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
GV P3.4 Support local and state fiscal policies that encourage balanced growth
GV P3.5 Encourage civic engagement.

Principle 4: Promote sustainability for future generations
GV P4.1 Preserve rural, agricultural, recreational and environmentally sensitive areas.
GV P4.2 Focus development in urban centers and existing cities.
GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
GV P4.4 Utilize "green" development techniques

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
Roles and Authorities

THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. '134, 49 U.S.C. '5301 et seq., 23 C.F.R. '450, and 49 C.F.R. '613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082 respectively.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. '7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. '7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, Environmental Impacts Reports of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. '1288(a) (2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the Association of Bay Area Governments, the Sacramento Area Council of Governments, and the Association of Monterey Bay Area Governments) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

Revised July 2001

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is a follows:

SCAG RCPG (RTP and/or CGV) Policies
Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	*The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	*In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	*The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

From: "James Tebbetts" <tebbetts@scag.ca.gov>
To: <jon.foreman@lacity.org>
Date: 7/25/2007 11:32 AM
Subject: Metro Universal Project

Good day. Doing a bit of Q&A on the letter I sent to you on this project and noted I failed to add a bit of information on the NOP response. While I did reference the Compass Growth Visioning program, I should have added the included the following to the letter:

The Metro Universal is located in a Compass 2% Strategy Area, where development is intended to balance employment, housing, and services to reduce vehicle trips and emissions, enhance livability, expand prosperity, and increase sustainability. Please demonstrate how the Universal City Vision Plan does or does not support these principles.

This project is located within the mapped area of the Compass 2% Strategy Area.

If you have any questions, please let me know.

James Tebbetts
SCAG
213-236-1915

III. COUNTY OF LOS ANGELES

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

August 20, 2007

Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
City of Los Angeles
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

SUBJECT: NOTICE OF PREPARATION FOR THE UNIVERSAL CITY VISION PLAN

Los Angeles County appreciates the opportunity to comment on the Notice of Preparation (NOP) of the Environmental Impact Report (EIR) for the proposed Universal City Vision Plan (Project) filed in the City of Los Angeles (City). The applicant has a pending application for the portion of the Project within Los Angeles County (County) and it is critical that the City and County work in concert in the preparation of its EIR. We offer the following suggestions for your consideration.

General
The County recently provided comments to the NOP for the proposed Metro Universal Project, which is located adjacent to Universal City. As both developments are within close proximity to each other and share similar business operation, to ensure compliance with CEQA requirements, we request that the City consider including both of these developments as part of a comprehensive EIR to analyze the two proposals in order to avoid potentially "piecemealing" the environmental analysis.

Land Use and Planning
The proposed Universal Village District of the Project, consisting of 2,937 residential units and 180,000 square feet of commercial retail spaces, is located adjacent to an existing established single-family residential area to the east. The EIR must objectively analyze the compatibility between the adjacent residential areas and the project components. Further, the EIR should consider the Project's consistency with established City and County transit and pedestrian-oriented land use plans and development policies given its proposed location, parking requirements, and other project design characteristics. Since the project site is located within the jurisdiction of both the City and County, the EIR should also discuss the Project's consistency with the established development standards of each respective agency.

Noise Impacts
Due to the existing land use of the project site as a major theme park, film production facility and entertainment center, the EIR needs to analyze the Project's potential noise impacts to sensitive receptors both on and off-site (i.e. proposed and existing residential developments). We suggest that the noise monitoring program and relevant noise analysis contain in the EIR be conducted using with both City and County established criteria and methodology.

320 West Temple Street • Los Angeles, CA 90012 • 213-974-6411 • Fax: 213-626-0434 • TDD: 213-617-2292

Biota
As the proposed development will impact at least 178 oak trees located on the project site, the EIR should identify any potential on-site oak woodland habitats and include appropriate mitigation to ensure compliance with California oak woodlands conservation standards. We also suggest that the tree management plan contains in the EIR include recommendations from a registered arborist or qualified biologist to protect non-impacted trees during project implementation with monitoring and enforcement requirements that are consistent with the County's oak tree permit procedures.

Water Supply and Water Quality
This project would have a potentially significant impact on water supply and we agreed that the source of source must be identified and discussed. We also request that the EIR include discussion of conservation measures to reduce the Project's water demand. In addition, the EIR should address whether or not the project will result in temporary or permanent impacts to water quality. This analysis should include opportunities to mitigate stormwater runoff through methods that would promote on-site infiltration of stormwater, Low-Impact Design development standards, as well as methods to mitigate the possibility of increased pollutants entering Los Angeles County Flood Control facilities, including the Los Angeles River.

Climate Change/Global Warming
The Global Warming Solutions Act, also known as AB 32, requires reduction in greenhouse gas emissions to 1990 levels by 2020. Although AB 32 does not mention CEQA, climate change has been recognized by statute as an environmental impact since 2002 (California Health & Safety Code 43018.5). State agencies and the California Attorney General also concur that the EIRs must address global warming.

Please note that environmental organizations have challenged EIRs for their failure to analyze global warming. Therefore, we request that the EIR address global warming and global climate change issues. It is recommended that the EIR follow the recommendations by the Association of Environmental Professionals (AEP) White Paper "How to Analyze Greenhouse Emissions and Global Climate Change in CEQA Documents" and identify appropriate project mitigations.

Aesthetics and Visual Impacts
The EIR should analyze potential alterations to the viewsheds from nearby residential neighborhoods, from the gateway to Studio City for cars and pedestrians traveling along Lankershim Boulevard, from the historic Campo de Cahuenga, and from recreational facilities including Weddington Park, public trails, scenic corridors, and other points of regional importance. The visual analysis contained in the EIR should include discussion of appropriate mitigations to minimize the Project's potential impacts.

Analysis of Alternatives
Since the proposed development has the potential to generate significant impacts to the environment, the EIR needs to include discussion and analysis of project alternatives. In addition, the EIR needs to identify other major projects in the surrounding areas to assess cumulative impacts generated by these projects and the proposed development.

Hazardous Waste
The existing hazardous waste management (HWM) infrastructure in Los Angeles County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste and/or household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed in the EIR and mitigation measures provided. Mitigation measures may include, but are not limited to, providing new homeowners with educational materials on the proper management and disposal of household hazardous waste.

In the event that any excavated soil is contaminated or classified as hazardous waste by an appropriate agency, the EIR should address how the soil will be managed and disposed in accordance with applicable Federal, State, and local laws and regulations.

Solid Waste

Solid waste generated in Los Angeles County currently exceed the available permitted daily landfill capacity. The Project will increase the generation of solid waste and negatively impact the solid waste management infrastructure. Therefore, the EIR should address this issue and identify what measures will be implemented to mitigate the impact. Mitigation measures may include waste reduction and recycling programs and development of infrastructure in the project to facilitate recycling.

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, require each "development project" to provide an adequate storage area for collection and removal of recyclable materials. The EIR should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for the Project.

Construction and Demolition Recycling Comment

Construction projects with a total value of over $100,000 and demolition and grading projects in the County's unincorporated areas are required to recycle or reuse 50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. We recommend that the EIR address this issue and that a Recycling and Reuse Plan be submitted to and approved by the Environmental Programs Division of Los Angeles County Department Public Works before to the issuance of any construction, demolition, or grading permit for the Project.

Building and Safety Issues

The Los Angeles County Building Code, Section 110.3, requires that a building or structure located on or within 1,000 feet (304.8m) of a landfill containing decomposable material must be protected against landfill gas intrusion. The project site appears to be located on or within 1,000 feet of a landfill containing decomposable material. This issue should be discussed and mitigation measures provided in the EIR. The discussion should include subsurface lateral migration of landfill gas, migration detection, and control and protection systems for affected enclosed buildings and structures. The Environmental Programs Division of Los Angeles County Department of Public Works must be contacted for issuance of necessary permits for the Project.

The EIR needs to include detailed analysis (i.e. geotechnical report) which specifically addresses the current site conditions and the proposed project development. The geotechnical report should evaluate all geotechnical hazards for the project site and recommend mitigation measures that comply with County codes and policies as appropriate with supporting data and analyses.

Underground Storage Tanks / Industrial Waste / Stormwater Comments

Should any operation within the Project site include the construction, installation, modification or removal of underground storage tanks, the Los Angeles County Department of Public Works, Environmental Programs Division must be contacted for required approvals and operating permits. Food service establishments may be required to provide grease treatment device and will be subjected to review and approval by the Environmental Programs Division. All development and redevelopment projects that fall into one of the Standard Urban Storm Water Mitigation Plans (SUSMP) project types, characteristics, or activities, must obtain SUSMP approval by the appropriate agency.

Traffic

The Project has the potential to significantly impact both City and County roadways and intersections and a traffic study is required for the Project. The EIR needs to identify the Project's temporary and permanent impacts to both on- and off-site public transit infrastructures. In addition to technical accuracy and scope of the analyses contained the EIR, appropriate mitigation monitoring is necessary to ensure timely implementation of the Project's traffic mitigations.

We request that the applicant meet with the Traffic and Lighting Division of the Los Angeles County Department of Public Works at the earliest possible time in order to define a scope and methodology to be used for the traffic study. The applicant can call Jeff Pletyak at (626) 300-4721 to arrange for a meeting.

Please contact me at (213) 974-6221 or sdea@planning.lacounty.gov, Monday through Thursday from 7:00 a.m. to 6:00 p.m. if you have any questions. Our offices are closed on Fridays.

Sincerely yours,

DEPARTMENT OF REGIONAL PLANNING
Bruce W. McClendon, FAICP
Director of Planning

Samuel Dea
Supervising Regional Planner
Special Projects Section

BWM:FM:SD:sd

Cc: Ben Saltsman, Deputy, Supervisor Yaroslavsky
Conal McNamara, Public Works Land Development Division

IV. CITY of BURBANK

CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT
275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459
www.ci.burbank.ca.us

August 20, 2007

Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, California 90012

Re: Notice of Preparation for Universal City Vision Plan Project

VIA ELECTRONIC MAIL TO JON.FOREMAN@LACITY.ORG

Dear Mr. Foreman:

The City of Burbank has reviewed the Notice of Preparation and accompanying Initial Study for the proposed Universal City Vision Plan project and respectfully submits the following comments.

As a general comment, the City of Burbank notes that it is located immediately adjacent to the project site at the northeast corner of the site. Residents and businesses within the City of Burbank may be directly affected by environmental impacts from the proposed project including but not limited to noise, air quality, and light and glare. As discussed in more detail below, increased demand may be placed on Burbank's public services and facilities due to increased use by project residents visiting Burbank. Barham Boulevard continues into the City of Burbank as Olive Avenue. Olive Avenue and other Burbank streets provide access from the project site to the Burbank Media District, State Route 134, the Bob Hope Airport, and other destinations in and out of Burbank. Burbank's street system will be directly impacted by the traffic to be generated by the proposed project.

In light of these issues, the City of Burbank will review the Draft Environmental Impact Report (EIR) with particular attention to how the impact analysis specifically addresses impacts on the City of Burbank. It will be important for the EIR to study all possible impacts of the project, and not focus the analysis only on impacts within the jurisdictions where the project is located. Our specific comments in response to the Notice of Preparation are as follows.

Public Services

The proposed project would add nearly 3,000 housing units immediately adjacent to the City of Burbank. While the project site would include many on-site amenities and opportunities for shopping, entertainment, and recreation, the project's residents will certainly travel off-site for certain activities. For many residents, the City of Burbank will be the nearest and most convenient location where such activities are available. This could result in a concentrated

influx of new visitors to the City of Burbank that would place additional burden on Burbank's public services including but not limited to fire, police, parks, and libraries.

The preliminary analysis included in the Initial Study focuses on public services and facilities provided by the City and County of Los Angeles. However, in some cases, public facilities provided by the City of Burbank such as parks and libraries may be more convenient and/or desirable than comparable services in the Los Angeles City and County jurisdictions. This may result in increased use of Burbank's public facilities. As more project residents travel into Burbank to utilize the public facilities, this will place additional burden on Burbank's other public services. The analysis in the EIR should focus on impacts to public services in general, regardless of the jurisdiction in which the services are located, rather than focusing only on services provided by the City and County of Los Angeles.

Further, the Burbank Fire Department currently has an automatic aid agreement with the Los Angeles County Fire Department to provide two engine companies, one truck company, and one battalion chief as a first response to the unincorporated County portions of the project site. The analysis of impacts on fire protection services in the EIR should specifically address the potential impacts on the Burbank Fire Department in addition to impacts on the Los Angeles City and County Fire Departments in light of the existing automatic aid agreement and the potential for an increased number of incident responses resulting from the project. Further, if the proposed alterations to the City and County boundaries would alter the City of Burbank's responsibilities as a first responder and/or require amendments to the existing agreement, that issue must be discussed with the Burbank Fire Department early in the EIR process and analyzed in the EIR. To discuss these issues further and ensure that a complete analysis is included in the EIR, please contact Frank Walbert, Fire Marshal, at (818) 238-3473 or fwalbert@ci.burbank.ca.us.

Recreation
Please refer to the above discussion regarding Public Services.

Traffic and Circulation
The following issues should be considered and evaluated in the EIR:

1. The City of Burbank is in the process of updating its significance thresholds for traffic impacts at project study intersections to identify significant impacts. These significance thresholds will likely mirror the thresholds currently established for the City of Los Angeles. Therefore, we request that City of Los Angeles thresholds be used for intersections in the City of Burbank.

2. The project study area used for the traffic analysis should include all intersections that are likely to be impacted by traffic generated by the proposed project. Consideration should be taken for project trips that may be using Burbank streets to access Interstate 5 and State Route 134, as well as project trips destined for large trip attractors in the City of Burbank such as Downtown Burbank, the Media District, and Bob Hope Airport. Areas of concern include intersections in the Burbank Media District, as well as the Hollywood Way, Buena Vista Street, Olive Avenue, and Alameda Avenue corridors. Consideration

should also be given to any significant residential project component that may increase trips to the City's large employment centers which attract residential trips.

3. This project is being studied in parallel with the Metro Universal project, which proposes to add additional commercial, retail, and possibly residential square footage on the site of the current Universal City Metro Red Line Station. The EIR should evaluate this planned project as a cumulative project for the proposed project.

4. The cumulative effects of all entitled expansions of the large studio campuses located in the City of Burbank and west Glendale should be included as part of the EIR. These major employment centers include the Disney Studios Burbank campus and Disney GC3 project in Glendale, Warner Bros. Studios Main Lot and Ranch Lot, and entitlements at the NBC Studios Burbank site.

5. Over the last 20 years, the City of Burbank, along with the City of Los Angeles, the County of Los Angeles, and Caltrans, has collaborated on a number of transportation improvements to the Barham and Cahuenga corridors to address severe traffic congestion in these locations. We request that the EIR and any identified mitigations to the proposed project be developed such that they are consistent with the improvements identified for these corridors.

6. It is likely that this project, as well as the related Metro Universal project, will require traffic mitigations. This presents an opportunity to substantially increase transit connectivity between the Universal City area, the Burbank Media District, Studio City, and Hollywood. Transit mitigations that can simultaneously reduce project impacts while also increasing overall regional transit connectivity should be explored as part of the EIR. Opportunities for transit expansion to mitigate impacts may include better transit service in the Olive-Barham-Cahuenga corridor between Downtown Burbank and Hollywood via the project site.

7. If the proposed project requires mitigations to street segments and intersections in the City of Burbank, we request that the traffic consultant coordinate with Burbank staff to ensure that proposed mitigations are consistent with the City's long-range transportation infrastructure plan.

8. Traffic analysis for a project of this size will likely require use of a Travel Demand Model to distribute and assign project trips to the study area. The City of Burbank would appreciate the opportunity to provide input on the travel demand model structure, methodology, project trip generation, and land use assumptions to verify that the project model's distribution and assignments to the street network are consistent with the City's long-range forecasts. Collaboration on the model development is critical to defining an appropriate study area and ensuring that the model is sufficiently detailed to provide appropriate turning movement assignments for calculating intersection Level of Service.

For questions regarding the above traffic and circulation comments, please contact David Kriske, Senior Planner, at (818) 238-5270 or dkriske@ci.burbank.ca.us.

Thank you for the opportunity to comment on the Notice of Preparation. If you have any questions regarding the above comments, please contact the respective Fire and Transportation Planning staff members noted above. If you have other questions, please contact Michael Forbes, Principal Planner, at (818) 238-5250 or mforbes@ci.burbank.ca.us. We look forward to working with your staff and environmental consultants to ensure that all potential impacts affecting the City of Burbank are adequately addressed in the EIR.

Sincerely,
Community Development Department

Greg Herrmann
Chief Assistant Community Development Director/City Planner

C: Honorable Mayor and Members of the Burbank City Council
Mary Alvord, City Manager
Dennis Barlow, City Attorney

V. PRIVATE ORGANIZATIONS

AIA Los Angeles

A Chapter of the American Institute of Architects

July 17, 2007

RECEIVED
CITY OF LOS ANGELES
AUG 02 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

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

RE: Universal City Vision Plan

Dear Mr. Foreman,

I'm writing in regards to NBC Universal's Vision Plan and the Thomas Properties Group's plan for the adjacent MTA site. Although AIA/LA does not endorse specific projects, we recognize the importance of these developments.

The Chapter values projects that represent the criteria of what is otherwise referred to as smart growth. We recognize the value of development that is pedestrian-oriented, exemplifies design excellence, promotes opportunities of density around transit, advances the number of homes available for all incomes (availability = affordability), locates jobs near housing & housing near jobs and demands sustainable solutions to design, construction, the operation & maintenance of the entire lifecycle of a project.

The AIA/LA values projects that landscape with sensitivity to water conservation, with landscape that provides habit, reduces the heat-island effect, allows for storm water mitigation, supports energy efficiency and values canopy coverage. The Chapter favors projects that reduce visual blight such as egregious signage/utilities, promote the preservation of our historic resources and identifies & utilizes smart parking requirements (parking maximums, pooled parking, automated stacked parking and other space-saving techniques). The AIA/LA echoes the City of Los Angeles Planning Commission's mandate to narrow road-widenings and recognizes the alternative uses of a street (such as pedestrians, bicycles, buses, light-rail, landscape, street-trees, street vendors, park benches, public space). Most importantly, the AIA/LA fosters the value of community input in the development process as early and as often as possible.

In essence, AIA/LA values development that conveys a true sense of benefit to the public realm.

Wiltern Center
3780 Wilshire Boulevard, Suite 800
Los Angeles, CA 90010
213.639.0777 FAX: 213.639.0767
www.aialosangeles.org

AIA/LA is hopeful that the NBC Universal Vision Plan will generate new jobs and revenue for the community, as well as, provide much-needed housing and transportation solutions for the area while demonstrating environmental stewardship that will benefit the region.

We understand that it is being designed to meet the needs of a variety of Los Angeles residents by offering various price points and housing types. Further, we understand that a portion of the units will be designated as workforce housing. This infill development should provide much-needed housing close to an established employment center.

The NBC Universal Vision Plan and the Thomas Properties Group MTA Site Proposal appear to be consistent with the type of smart-growth development that we like to see. I hope that these projects will help create a new high-density urban model for development in Los Angeles, in contrast to the sprawling, auto-dependent model dominating the region.

As you continue your outreach efforts we look forward to hearing more about these projects as they unfold.

Very truly yours,

Michael A. Enomoto, FAIA
President, '07
AIA Los Angeles

Cc:

Renee Weitzer, Chief of Staff/Chief Planning Deputy, Councilmember Tom LaBonge

Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky

KRISTA MICHAELS FAX

[redacted]

DATE: August 20, 2007

TO: Jon Foreman
COMPANY: Department of City Planning

FROM: Krista Michaels
Tel: 323-876-1316
Fax: 323-876-7577
Email: kristamichaels@earthlink.net

Total Pages: (6)

PROJECT: Universal City Vision Plan – EAF No: ENV-2007-0254-EIR

Jon,

Attached please find the Cahuenga Pass Property Owners Association's response to the Vision Plan scoping meeting.

Please address any materials or response to me at:

Krista Michaels ✓
3355 Bennett Drive
Hollywood, CA 90068

Thank you!
Krista

Tel: 323-876-1316
Cell: 213-308-8086

Cahuenga Pass Property Owners Association

Representing the Cahuenga Pass Since 1952

President
Krista Michaels

Vice President
Florence Blecher

Secretary
Eryk Casemiro

Treasurer
David Kegaries

Community Beautification
Judy Marlin
Eryk Casemiro

Valley View School Liaison
Franny Parrish
Eryk Casemiro

Website
Marco Monahan

Membership
Patricia Weber
Eryk Casemiro
Franny Parrish

Development & Traffic
Steven Goldfisher
Krista Michaels
David Kegaries
Florence Blecher
Colette Chaghouri-Hope
Dan Bernstein
Azar Kattan

Historic Preservation
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David Kegaries

Hillside Federation
Patricia Weber

Newsletter
Krista Michaels

Safety & Security
Patricia Weber
Colette Chaghouri-Hope

Universal City Expansion Working Group Liaisons
Florence Blecher
Krista Michaels

August 20, 2007

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

RE: EAF No: ENV-2007-0254-EIR
Universal City Vision Plan

Dear Mr. Foreman:

The Cahuenga Pass Property Owners Association's Board of Directors thanks you again for the opportunity to address the Department of City Planning on the above-referenced project.

In our previous letter to you on the MTA site NOP, we referenced our community's boundaries, so we will not detail them again here. To briefly recap, CPPOA includes both residential and commercial property owners and represents approximately 1,850 residences and 3 miles of commercial district along Cahuenga Blvd West from Barham Blvd to Lankershim Blvd.

The upcoming DEIR should address all of the issues listed in these pages, as these are areas of major concern to the community we represent:

NEW URBANISM

While in theory many of the precepts of the New Urbanist movement (TOD, mixed use developments, communities that are more walkable) are features of community living that this Board might encourage, the reality is that these urban-oriented communities are generally not possible in hillside areas where long, narrow, winding streets preclude proximity and easy access to mass transit.

The Cahuenga Pass is not and can never be an urban center. It is a quiet, quasi-rural suburban neighborhood. The fact that neighboring commercial property owners have endeavored to twist its rural nature to allow for past unbridled commercial development is no reason to allow this trend to continue unabated.

Even Robert Bruegmann, professor of Art History, Architecture and Urban Planning at the University of Illinois at Chicago, states in his *Los Angeles Times* article "Smart Sprawl?" *(6/22/07)*: "... most people in New Urbanist communities continue to get to most destinations by driving." If reduction in traffic and greater use of mass transit is not facilitated by New Urbanist principles, then what purpose does it serve to bring such development to the Cahuenga Pass, an area already staggering under the weight of traffic gridlock?

Considered in light of these issues, what type of land use and massing is appropriate for a hilly, residential community of this sort?

P. O. Box 1655, Hollywood, CA 90078 • *Tel:* 323-692-2772 *Fax:* 323-876-7577

TRAFFIC

As stated in previous letters, the Cahuenga Pass's two main intersections (Barham Blvd/Cahuenga Blvd West) and Cahuenga Blvd West/Lankershim Blvd) are already at Level F designations, and at certain times of day they reach Level FF. These intersections, along with others reaching into Studio City, Hollywood, and Toluca Lake, have been clogged for years with ever-worsening traffic. To date not a single study has found even one helpful mitigation to alleviate congestion. Now that the Vision Plan proposes to add 2,937 residential units to its Back Lot area (along with significant increases in office space, studio expansion, visitor/tourist accommodations, etc.), what mitigations can be proposed to render these intersections more viable? If there are such mitigations, why haven't they been proposed and implemented before now?

Life Safety: When an accident occurs on the 101 Freeway and the freeway becomes impassible (as it did recently on Sunday 7/29/07 when a 13-vehicle pile-up killed two LAPD officers and shut down the 101 for 11 hours), traffic diverts onto Cahuenga Blvds West and East. As traffic stats will show, these types of accidents occur with alarming regularity, and when they do, our local streets are also rendered impassible. Increasing traffic volume in this community will only worsen the situation and increase the chances of more frequent freeway closures. How will it be possible for life safety vehicles (LAPD, LAFD, ambulances) to reach our residents in time to save lives or extinguish fires? We grieve for those two police officers. Will we have to grieve for a family member or a neighbor who could not be reached in time?

Emergency Evacuation: What plans are suggested to provide adequate and pre-planned emergency escape routes for the increased population in case of fire, earthquake, terrorist attack or other disaster?

Barham On- & Off-Ramps: Every possible design for a SB 101 Freeway ramp to direct Universal Studios' traffic from its site directly onto the freeway has necessitated closing the Barham on- and off-ramps. As these closures are totally unacceptable to all the communities that use them, what kind of design for the Vision Plan's SB ramp will be proposed that will allow these ramps to remain open? Additionally, any SB on-ramps potentially present issues of visual blight.

Parking: As significant increases in population density are being proposed, what added parking for the Cahuenga Pass' commercial district is being proposed? These parking mitigations must be paid for by the developers as it is unacceptable for the City (our tax dollars) to provide parking for population increases that will benefit a private entity (through purchases of residential property, studio personnel working on for-profit studio projects).

On-Site Parking: Since additional studio, office, theme park and entertainment retail is being proposed, what on-site parking is being built to accommodate these increases? It is unrealistic to expect studio employees who live all over Southern California to take mass transit, especially as most of our public transportation simply doesn't exist where people need to go.

Employee Flex-Time Traffic Patterns: As studio production necessitates transit times that do not match 9-to-5 working hours, traffic studies must address these flexible travel times. This is especially important as public transportation is not running 24 hours a day, making it completely useless for production personnel who work late into the night, all night, a night shift, or very early mornings.

134-101-170 Interchange: While this community sees the obvious benefit of completing the 134-101-170 interchange to keep traffic from the 134 on the freeway as it comes into Hollywood via the 101, it is unreasonable to expect that such a major traffic improvement will happen immediately. Therefore, it will be unacceptable to see traffic studies that use such an improvement as a mitigation ***unless it will be completed prior to any TCO for any portion of the Vision Plan or MTA site projects.***

Southbound 101 Ramp: This Board is eager to see designs for a ramp that would alleviate local street congestion and guide NBC/Universal's employees and guests directly onto the southbound 101 freeway as is currently possible going north onto the 101. These designs must address issues such as practicality (How many cars per day would actually use the ramp?), noise (Will the design increase noise pollution for hillside residents?), and visual blight (Will the ramp's appearance be unsightly for hillside property owners with views?).

ENVIRONMENTAL & DESIGN PSYCHOLOGY

Many schools, such as the School of Architecture & Environmental Planning at Pratt Institute, Human Ecology at Cornell University, and Department of Analysis and Design at University of California at Irvine, are now including the study of Environmental & Design Psychology (the study of the relationship between environments and human behavior) in their curricula. As this Vision Plan, in concert with the MTA site expansion, will significantly increase population in this area, this Board would like to see this DEIR (as well as the MTA site DEIR) consider such factors as the effects of high density and crowding, the effects of increased noise, and the effects of reduced access to the natural environment.

PUBLIC SERVICES

Again due to the increase in population in this area, we would ask this DEIR to address such issues as the need for increased police and fire personnel. How will the City and the County manage the increased demand for water in an area already suffering from drought? How will water quality be maintained? How will infrastructure such as sewers be increased and paid for to manage the new level of demand? Our city streets, both commercial and residential, are in a sad state of decay after years of dwindling transportation funds. How will street paving and rebuilding be significantly increased and paid for to handle the increase in traffic? How will all public services be affected by anticipated changes due to global warming? While no single development is responsible for changing the course of environmental history by itself, increased development is simply adding to the problem. As resources become scarce, what mitigations can be prepared now to enable our community to deal with this looming environmental crisis?

AIR QUALITY

Studies are now regularly showing that the health of both adults and children is damaged by proximity to pollution, particularly pollutants in urban air. UCLA researchers ("Pollution-Cholesterol Link to Heart Disease Seen," *Los Angeles Times, 7/26/07)* reported that "microscopic particles in diesel exhaust combine with cholesterol to activate genes that trigger hardening of the arteries, according to a study by UCLA scientists." A German study ("More Freeway Risks Are Found," *Los Angeles Times, 7/23/07)* stated that "long-term exposure to air pollution from a nearby freeway **or a busy road** *(emphasis mine)* can raise the risk of hardening of the arteries, which can lead to heart disease and stroke, German researchers have reported." And on 1/26/07 the *Los Angeles Times* ("Freeway Air Damages Young Lungs") reported that a USC study, "... the largest and longest study of its kind ... has found that children living **near busy highways** *(emphasis mine)* have significant impairments in their lungs that can lead to respiratory problems for the rest of their lives."

While these projects seek to encourage drivers out of their cars, the reality is that a major reduction in use of private automobiles is many, many years away and in the face of these emerging studies, this DEIR should examine these permanent health risks.

ENVIRONMENTAL RISKS

This Board requests that risks such as hazardous materials removal, dirt/soil displacement, dust and dirt resulting from haul routes, airborne dust & dirt from hauling, excavation and construction, and Valley Fever be included in the DEIR.

CULTURAL RESOURCES & RECREATION

What additional cultural resources (museums, theatres, art galleries) and recreation (parks, open space, tennis and/or volleyball courts, children's playgrounds) will be added for the use of all the communities in proximity to both developments?

GEOLOGY

Geological and soils reports and earthquake fault lines must be examined to establish safety precautions and construction criteria. Is the Back Lot, a main area for massive development, currently sitting on granite? Or does it sit on fill? What kind of construction and/or retaining is needed to maintain geological stability and to avoid slippage?

VISUAL BLIGHT, AESTHETICS & NOISE

We remind the City that the Cahuenga Pass is a hillside area with many view properties. Destruction of views -- whether by the enormous residential proposal or by the addition of a highrise hotel and expansion of CityWalk or other highrise office buildings -- may create an incurable real estate defect for our area's view homes. How will these property owners be compensated?

The same question must be answered for the increase in glare from portions of the Vision Plan visible to view properties.

Noise pollution from the NBC/Universal site has been a historic problem. NBC/Universal executives have been proactive in working with the communities around them to resolve this ongoing problem. But expanded entertainment and residential usage will of necessity provoke more noise. How does the Vision Plan propose to mitigate the increased noise pollution, not only from outdoor entertainment, but from both construction and infrastructure changes such as the Great Street and the SB 101 Freeway ramp?

PUBLIC SCHOOLS

What improvements and expansions are planned for the area schools (such as Valley View Elementary School in the Cahuenga Pass) that will educate the children of the new residents? It is naive to think that, because the planned housing is in the form of townhouse or condominiums, only adults will live there. Adults have a way of forming attachments that often lead to children. What provisions will be made to educate these children? Who will pay for the expansion and improvements to the local public schools?

IMPROVEMENTS TO CAHUENGA BOULEVARD WEST

Information handed out to the public makes reference to "Barham Improvements/beautification" as if Barham Blvd is the only street that will experience significant increases in use. Where are the traffic calming measures and beautification for Cahuenga Blvd West, one of the two major transportation corridors in the Pass? The burden of extra traffic that this community will bear in the future is enormous. This community will expect to see significant contributions proposed for both traffic calming and beautification, as well as community improvements, for Cahuenga Blvd West as this primary transit corridor in this area.

PEDESTRIAN-FRIENDLY USE

Transportation corridors such as the Cahuenga Pass and TODs are supposed to be pedestrian-oriented. We would like this DEIR to examine how pedestrian-friendly uses can be compatible with increased traffic and density. What mitigations will be suggested for Cahuenga Blvd West to encourage walkability and non-auto uses such as bicycle lanes, community improvements, planted medians, benches, street trees, etc.? How will the DEIR propose to encourage foot traffic for our local businesses?

SIGNAGE

As the Cahuenga corridor is a designated view corridor, we would ask this DEIR to evaluate the effects of increased signage, both from a legal standpoint and as a way of preserving what remains of the rural beauty of this historic pass.

CONSTRUCTION TIME LINE

It is unfair to all the communities to proceed with construction of any development before the traffic and community mitigations are in place. We should not have to suffer through years of construction chaos and traffic nightmares so that commercial property owners can add to their already bulging coffers. We ask that any construction time line designed to begin ***AFTER*** the completion of all community and traffic mitigations are complete.

OTHER DEVELOPMENT IN THE AREA

Again as in our letter regarding the MTA site development, we ask that this DEIR examine the effects of all planned development, including but not limited to the MTA development, the planned expansion at Oakwood Apartments on Barham Blvd, and any building development in the Toluca Lake or Lankershim areas.

Additionally, we ask that this DEIR exhaustively study the effects of rival businesses that may open at CityWalk or any other area of the Vision Plan that will be a competing use for our local businesses on Cahuenga Blvd West.

***

It is the Board's belief that economic development and good quality of life are not mutually exclusive. We want to see a community that is better after development than before. We hope that the developers in our community seek that goal, too, and we ask that the City hold them to this standard.

Thank you for allowing this Board to express our concerns to the City of Los Angeles.

Respectfully,

Krista Michaels

Krista Michaels
President
Cahuenga Pass Property Owners Association

cc: Councilmember Tom LaBonge, Fourth Council District
Renee Weitzer, Office of Councilmember Tom LaBonge, Fourth Council District
Supervisor Zev Yaroslavsky, County Board of Supervisors, Third Supervisory District
Ginny Kruger, Office of Supervisor Zev Yaroslavsky, Third Supervisory District
Jim Thomas, Thomas Properties Group
Renee Schillaci, NBC/Universal
Universal/MTA Project Community Working Group

Cahuenga Pass Property Owners Association

Representing the Cahuenga Pass Since 1952

President
Krista Michaels

Vice President
Florence Blecher

Secretary
Eryk Casemiro

Treasurer
David Kegaries

Community Beautification
Judy Marlin
Eryk Casemiro

Valley View School Liaison
Franny Parrish
Eryk Casemiro

Website
Lee Scheinbaum

Membership
Patricia Weber
Eryk Casemiro
Franny Parrish

Development & Traffic
Steven Goldfisher
Krista Michaels
David Kegaries
Florence Blecher
Colette Chaghouri-Hope
Dan Bernstein
Azar Kattan

Historic Preservation
Florence Blecher

Cahuenga Pass Coalition
David Kegaries

Hillside Federation
Patricia Weber

Newsletter
Krista Michaels

Safety & Security
Patricia Weber
Colette Chaghouri-Hope

Universal Studios Expansion Working Group Liaisons
Florence Blecher
Krista Michaels

July 16, 2007

RECEIVED
CITY OF LOS ANGELES
JUL 16 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Gail Goldberg, Director of Planning
Jon Foreman, City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: EAF No: ENV-2007-933-EIR
Metro Universal Project, 3875 N. Lankershim Blvd.

Dear Ms. Goldberg and Mr. Foreman:

The Cahuenga Pass Property Owners Association's Board of Directors thanks you for the opportunity to address the Department of City Planning on the above-referenced project.

The southern boundary of our area is the Mulholland/Woodrow Wilson intersection on Cahuenga Blvd West and the northern boundary is Lankershim Blvd. The east-west boundaries are Mulholland Drive and the 101 Freeway. CPPOA includes both residential and commercial property owners and represents approximately 1,850 residences and 3 miles of commercial district along Cahuenga Blvd West from Barham Blvd to Lankershim Blvd.

Below are the areas of particular concern to the community we represent:

TRAFFIC

Traffic impacts on our community by this proposed massive development are a primary concern. Currently the intersection at Barham Blvd and Cahuenga Blvd West is a Level FF intersection. This intersection has been exhaustively studied (the famous "Dogbone" study of a few years ago) and no mitigation has been found to alleviate its nightmarish traffic. Additionally, we do not believe that the Lankershim Blvd/Cahuenga Blvd West intersection, already severely impacted by recent residential development in the area and Universal Studios' previous expansions of its theme park and CityWalk projects, can be adequately mitigated for a project of this size.

Transit-Oriented Development (TOD): While in theory this Board supports mass transit and its concomitant reduction in traffic and improvement in air quality, in practice this city is many years away from such transportation improvements. Even though a TOD requires reduced parking in an effort to force drivers out of their cars and onto public transportation, in practice drivers will still drive (as public transportation doesn't go where most people need to go) and if the MTA-provided parking is lacking, they will seek parking on our neighborhood streets. **Any study must address this neighborhood impact and propose mitigations to alleviate this problem.**

P. O. Box 1655, Hollywood, CA 90078 • *Tel:* 323-692-2772 *Fax:* 323-876-7577

Pedestrian Tunnel: As required by previous agreements, the underground tunnel connecting the MTA Red Line Station to the south side of Lankershim must be completed. This is an issue of safety for all pedestrians in the area but also will help to reduce traffic impact at this intersection as vehicles now must wait until the heavy volume of pedestrians crosses with each light, delaying how many vehicles can transit the street.

Freeway Access to MTA Site: The DEIR must address the possibility of redesigning the Lankershim off-ramp to allow direct access from the freeway to the MTA site. This access should allow for easy entrance to MTA's parking.

Below-Grade Red Line Parking: All subterranean parking for the Red Line Station must be directly connected to the station to reduce pedestrian and vehicular traffic impacts above-ground.

Analysis of Future Parking Requirements: If the City's objective to encourage public transportation ridership is sincere, then the EIR must study future demand and any project must ***PLAN NOW*** for that demand. If such parking is not built now, the EIR must disclose that limitation -- which is in conflict with the city's stated goal of reduction of traffic through public transit -- and provide mitigation for this limitation which will severely impact the surrounding areas in the near future.

CAMPO DE CAHUENGA

The Campo is a cultural landmark and as such must be preserved in its entirety. This includes the open space around the Campo. The EIR must study all impacts of development on this historic site, including but not limited to visual impact of office towers, reduction in sunlight, worsened air quality, visual blight, traffic and parking impacts, effects of massing on the reasonable enjoyment by visitors to the site, removal of existing landscaping and green features, and inappropriate adjacent uses such as advertising supergraphics and animated billboards.

HAUL ROUTES

Both the proposed subterranean MTA parking and the Thomas Properties Group (TPG) development will require significant earth/dirt hauling. The EIR must study these haul routes for their impacts on environmental factors such as air quality and hazards (e.g., Valley Fever) and on traffic that is already at capacity level now. The EIR must propose mitigations that will satisfy all these impacts.

VISUAL BLIGHT FROM THE HOLLYWOOD HILLS

Most of the CPPOA area (as well as other areas such as Studio City and Hollywood Knolls/Hollywood Manor) are view areas for residential property owners. The EIR must study the effect of visual blight caused by soaring office/hotel/condo towers and the ensuing reduction in property values for those properties that are affected. The EIR must propose mitigations to alleviate these types of real estate defects that will automatically follow if a project of this size is allowed to be built.

MASSING

The project as proposed is simply out of scale with the communities surrounding it. While TPG likes to refer to this area as "urban," this nomenclature is purely fictional. This is NOT an urban environment nor does it approach any kind of urban setting such as one finds in downtown Los Angeles or any other type of densely urbanized and developed city location. This is a SUBURBAN environment and as such must be developed in ways that are compatible with its existing nature. Therefore, advertising uses such as animated billboards and supergraphics are inconsistent with the residential nature of the area.

LAND USE

In congruence with the suburban nature of the area, the EIR must address the issue of land use and what types of land uses are appropriate for this neighborhood. For example, the addition of a hotel at this MTA site is a completely inappropriate use. It is hard to imagine that visitors to the Campo would increase to a level that would necessitate a new hotel, and if additional hotel rooms are needed to accommodate visitors to Universal Studios, then any hotel should be proposed for Universal Studios' site and considered as part of the Studio's EIR for its own expansion. Another inappropriate land use would be non-community-serving retail -- and total retail should be limited so as not to conflict with existing businesses along Cahuenga Blvd West, Ventura Blvd and Lankershim Blvd.

On the other hand, a very appropriate use would be to expand greenspace and require the expansion of park and open space, again in keeping with the City's stated desire to increase the greening of Los Angeles, reflected in Mayor Antonio Villaraigosa's Million Trees Initiative, the City's Community Beautification Grants program, and Councilmember Tom LaBonge's sponsorship of periodic community forums to share information on beautification projects and resources.

DEVELOPMENT IN THE CAHUENGA PASS & ADJACENT NEIGHBORHOODS

This EIR must take into consideration the current pending and approved projects that are already underway in the Cahuenga Pass, including but not limited to the Hanna-Barbera site (mixed-use development by The McGregor Company at 3400 Cahuenga Blvd West), the Braille site (live-work condos by developer Steve Erdman at 3450-3458 Cahuenga Blvd West), and the old Hollywood Bungalows site (85 condos by developer DS Ventures just north of the Hollywood Bowl on Cahuenga Blvd West).

Additionally, all proposed development in the Hollywood Community Plan and the Toluca Lake-Studio City-Cahuenga Pass Plan MUST be considered along with all other development for the EIR to show a realistic and honest accounting of these impacts on traffic, density and quality of life, as development in these planning areas significantly impact traffic and quality of life in this neighborhood.

UNIVERSAL STUDIOS' VISION PLAN

The MTA site EIR MUST be considered in concert with GE/NBC/Universal's proposed Vision Plan. The NOP for that EIR has just been sent out, so the MTA site EIR must coordinate with and consider the impacts of the enormous development, both residential and commercial, that has been proposed for Universal Studios' Vision Plan.

TRAFFIC MITIGATIONS

All traffic mitigations MUST BE IN PLACE PRIOR TO OR COMPLETED BY the time a TCO (Temporary Certificate of Occupancy) is issued for this project. Under no circumstances will it be acceptable to this community that occupancy and/or possession of the premises be allowed unless all traffic mitigations are in place and operating successfully. It is grossly unfair to allow any project to be built and occupied while the communities surrounding it suffer through years of impacts without adequate mitigation. To this end the EIR must consider and then require these mitigations to truly mitigate any project that is built by insisting that they be completed prior to the issuance of a TCO. Therefore, the project's time frame is unrealistic and does not recognize the legitimate needs of the communities.

PUBLIC SERVICES

Included in this project should be such public services as a local post office, shuttle bus service along main arteries, and local recreation facilities with child-friendly play areas.

QUALITY OF LIFE

The overall goal for any project must be that the community will better off after the project is built than it was before. This means that any project within a community must enhance the quality of life for all residents, commercial and residential property owners, and business owners before it can be considered as a viable and beneficial project for the neighborhood.

In support of this ideal, the City must require significant community improvements for ALL the communities affected by this development. This would include major investments by TPG in beautification, infrastructure, community resources, and quality of life improvements to enhance and improve all the adjacent neighborhoods that will bear the burden of this development.

STUDIO SPACE

We recognize the need for studio space and know that studio development helps our community with good-paying long-term jobs and local economic vitality. At the same time we would ask that this EIR address the necessity to mitigate the effects of such development by requiring roof-top gardens, extensive landscaping to minimize massing, more than adequate parking provisions, and other such measures to reduce the negative effects on the community.

***

In summation, it is the opinion of this Board that this project, as proposed, is grossly out of proportion to the surrounding communities and will cause substantial reduction in our quality of life. Office towers that loom over the Campo and other human-sized buildings are incongruent with this neighborhood. We propose a height restriction of no more than 8 stories for any proposed building on this site.

While we recognize the need for any city to grow to remain vital -- and we certainly want to see this city of ours prosper in every way -- this project as proposed must be significantly reduced to a scale that will benefit the community as a whole.

Respectfully,

Krista Michaels
President
Cahuenga Pass Property Owners Association

cc: Councilmember Tom LaBonge, Fourth Council District
Renee Weitzer, Office of Councilmember Tom LaBonge, Fourth Council District
Supervisor Zev Yaroslavsky, County Board of Supervisors, Third Supervisory District
Ginny Kruger, Office of Supervisor Zev Yaroslavsky, Third Supervisory District
Jim Thomas, Thomas Properties Group
Renee Schillaci, NBC/Universal
Universal/MTA Project Community Working Group

HOLLYWOOD
CHAMBER OF COMMERCE

August 15, 2007

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Vision Plan – ENV 2007-0254 EIR

Dear Mr. Foreman:

I'm writing on behalf of the Board of Directors of the Hollywood Chamber of Commerce to provide input on issues to be analyzed in the Environmental Impact Report that the City will be preparing on the Universal City Vision Plan.

Universal Studios is vital part of the greater Hollywood community and one of the region's most significant businesses providing good jobs and a solid revenue generator for Los Angeles. The Board recognizes Universal's many contributions and supports its efforts to grow and expand to meet its future business needs.

The board has heard a presentation on the Plan and it has been reviewed in the Chamber's Economic Development Committee (EDC) as well. Currently Universal's proposal is under a more thorough review process in a special task force of the EDC so that the Chamber Board can make a decision on whether or not to endorse the Vision Plan.

The Universal City Vision Plan represents a significant investment in the future of Los Angeles, with the creation of 11,000 new and part-time jobs. The City and County will also benefit from $21 million in annual new tax revenues.

Please have the EIR analyze how those new Vision Plan generated revenues will help fund important services such as police and fire protection in the region.

Sincerely,

Leron Gubler
President & CEO

cc: Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky
Renee Weitzer, Chief of Staff/Chief Planning Deputy
Office of Councilmember Tom LaBonge

7018 Hollywood Boulevard ★ Hollywood, California 90028 ★ MAIN (323) 469-8311 ★ FAX (323) 469-2805 ★ www.hollywoodchamber.net

Outpost Estates Homeowners Association
7007 Macapa Drive
Los Angeles, CA 90068

August 20, 2007

Mr. Jon C. Forman
City Planner
City of Los Angeles
Department of City Planning
Community Planning Bureau
200 North Spring Street, Suite 601
Los Angeles, CA 90012

RE: Scoping Comments on Universal Vision Plan EIR: ENV 2007-0254-EIR
100 Universal City Plaza

Dear Mr. Forman:

The Outpost Estates Homeowners Association (OHA) represents approximately 450 homes along Outpost Drive and the streets tributary to it in the canyon between Runyon Canyon Park and the Hollywood Bowl. Any development project that affects traffic volumes in the Cahuenga Pass has a significant impact on our neighborhood. Many residents in our neighborhood are employed in the entertainment industry, so we are supportive of retaining these jobs in southern California and of the need for the studios to keep up with technological changes in the industry. We are striving for a balance: retaining quality jobs in the entertainment industry and protecting the quality of residential neighborhoods in Los Angeles.

We submit the following comments on the NOP for the Universal Vision Plan:

1. Our number one concern with the project, in terms of its impact on the environment, is the impact it will have on traffic impacts in the area surrounding the development. This concern is not limited to the intersections immediately adjacent to the development. Rather, it extends to all of the streets and intersections south of the project along Cahuenga East and West and Highland Avenue south to Hollywood Boulevard. All intersections south to Hollywood Boulevard should be assessed in the traffic analysis.
2. With Highland Avenue, Franklin Avenue and Cahuenga East and West at capacity during peak hours, ANY additional traffic added to these streets should be considered a significant impact.
3. The affect of any traffic added to the afore-mentioned streets will be to cause drivers to seek alternate routes through hillside neighborhoods, including Outpost Estates, to cross between the San Fernando Valley and the Hollywood/Mid-City area. The traffic analysis must assess the project's impacts on Outpost Drive and La Presa Drive, two cut through routes in our neighborhood, as well as

Mulholland Highway, a scenic parkway. The proposed project should include mitigation for any traffic added to cross-mountain routes, including contributions to the neighborhood traffic management plans of hillside communities, including Outpost Estates.

4. The Outpost Estates Homeowners Association has worked with the City Council and LADOT over the years to have stop signs installed at many intersections in our neighborhood, as well as peak period turn prohibitions at a number of locations. Drivers using our neighborhood streets as cut through commute routes frequently ignore these traffic controls. The proposed Universal Vision Plan project will add more cut through traffic to our streets and will exacerbate the enforcement problem at the stop signs and turn prohibitions. We therefore request that the project's mitigation program include on-going contributions to the LAPD to fund additional traffic control officers that can be assigned to enforcement of neighborhood traffic control measures. This is currently a low priority for LAPD given funding constraints. Alternatively, we would request that the Universal project be required to install video enforcement cameras at the stop signs on Outpost Drive and La Presa Drive to mitigate the impact of additional cut through traffic that will be caused by the project.
5. The traffic impacts associated with the Universal project will be of such significant magnitude that we feel the mitigation program should go beyond the traditional intersection widening "band aid" approach. Measures such as the conversion of Cahuenga East and West to a one-way pair including the reconstruction of the Barham Bridge as a transition intersection, similar to a single point urban interchange, should be investigated. Alternatively, at a minimum, widening of Cahuenga West at both Mulholland and Barham should be required mitigation measures. The widening at Mulholland would be designed to provide a left turn lane for turns from northbound Cahuenga onto Mulholland or Woodrow Wilson. Such movements are currently made from the single northbound lane and block through traffic. The widening of northbound Cahuenga at Barham could be easily accomplished by using the area of the abandoned freeway on ramp as right-of-way for the Cahuenga widening to accommodate additional northbound lanes on Cahuenga.
6. The impact of project-related traffic on the intersection of Lankershim/Campo de Cahuenga/Universal Drive will be significant, particularly in light of the heavy pedestrian volumes at this location adjacent to the Metro Red Line Station which make right turns on red next to impossible. The project should implement the underground pedestrian connection from the Metro Red Line station to the south side of Lankershim Boulevard as a mitigation measure to reduce the traffic impact at this intersection. It has been stated that this measure was to have been installed by the MTA as a mitigation measure for the Red Line itself, but no documentation of that fact has been provided. The MTA does not have the funds for this measure, so Universal should be required to install it.
7. The Universal Vision Plan describes the 2,937 residential component of the project as "transit oriented development". In order to insure that it will be transit oriented, detailed plans for the transit connection between the residential area (the furthest part of the site from the Metro Red Line Station) and the rail transit

station should be provided and required as project mitigation in the EIR. A covenant should also be attached to the residential land requiring that all future property owners be assessed a transit operations assessment to fund the on-going operations of the shuttle that will connect these transit oriented residential units to the train station. This portion of the project is proposed to be annexed into the City of Los Angeles, so the City must be protected from having to absorb the on-going operations cost of this transit shuttle. The Vision Plan must also contain a clause that the route of the shuttle service be maintained as a direct two-way route in perpetuity. In order for the residential component to be transit oriented, the shuttle must operate with frequent and direct service.

8. In order to encourage the use of mass transit, given the proximity of the proposed office and studio space to the Metro Red Line and Ventura Rapid Bus, we suggest that on-site parking for those uses be constrained as a mitigation measure to reduce the project's vehicular trip generation.
9. If the EIR proposes implementation of ITS measures at existing signalized intersections, such as the installation of ATSAC or ATCS improvements, it should clearly disclose whether or not such improvements have already been assigned to other development projects so it is disclosed if there is double counting of the same mitigation measure at the same intersection.
10. Initially the Vision Plan was described as including a widening of Barham Boulevard as part of its transportation improvement program. Lately, it has been said to include only beautification of Barham Boulevard. We would like to see Barham widened if possible without negatively impacting fronting properties. We suggest that consideration be giving to a limited widening which might provide sufficient width to operate with three lanes uphill and two lanes downhill on Barham.
11. We request that a reduced size project (less than 1,000 dwelling units) be evaluated in equal level of detail as the proposed project.

Thank you for the opportunity to comment on the Notice of Preparation on this significant project that has the potential to have significant impacts on our neighborhood.

Sincerely,

Outpost Estates Homeowners Association

Ray Schuldenfrei
President

cc: Tom La Bonge , CD4
Universal/MTA Project Community Working Group

VI. PRIVATE INDIVIDUALS

RECEIVED
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AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
DATE: August 1, 2007
NAME: Dawn & Joe Aguilera
ADDRESS: 3307 Charleston Way Los Angeles CA 90068
PHONE: 323-850-2336

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☒ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☒ ✓Noise
- ☒ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: I am extremely concerned about the traffic. Cahuenga Pass and Barham are already in gridlock twice a day.
I do understand that they own the land and need to develop something, but but I do not think our area can handle that big of a development.

Also, who is maintaining the land/property is it being sold to private developers?

Universal owns the land behind our house and we have to call every year to have the trees/weeds maintained.

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: DONNA & LUIS AIRA ✓

ADDRESS: 3467 NORTH KNOLL DR. LOS ANGELES CA 90068

PHONE: 213 407 2831

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☑ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: We would like to know how the increased traffic flow is being addressed. The construction work on Barham added nearly one hour to my drive time. The additional traffic will adversely impact local residents and must appropriately being addressed if this new development will take place.

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Subj: **Universal Scope meeting**
Date: Thursday, August 2, 2007 12:21:20 PM
From: GMAndros
To: gail.goldberg@planning.lacity.org

AUG 10 2007
CITY PLANNING DEPT

Dear Ms. Goldberg,

I attended the scope meeting at Universal Hilton yesterday and found it to be as unilluminating as the previous MTA/Universal meeting held on June 25. It had lots of colorful charts and charming vistas of happy people strolling down tree-lined streets. There was no mention in their "vision" of the loss of scenic views for this end of the valley or all of the other miseries that this massive project would inflict on our neighborhoods. The part of their maps that contained the MTA/Universal area was empty as if one had nothing to do with the other! There was a lot of talk about all of the jobs that would be created and the tax benefits that would accrue to the city but how all of these people will get to these jobs (short of helicopter) was not seriously addressed. Why don't they incorporate actual architectural mock-ups that show the real elevations and building relationships? Why no conversations about glare, noise and density? How stable will the hillsides be after all the earth has been moved and readjusted? The Campo de Cahuenga will be in perpetual gloom as will many of the homes that abut this construction area. Why do we need two more hotels? Has anyone checked present occupancy rates to justify adding 1,000 or so more rooms? I am also curious about the Lankershim enterprise zone and how it came to benefit the builders at the expense of the tax payers. Was this pure happenstance? It certainly explains their rush to completion. I also wonder if the fact that these same builders are involved with the Grand Avenue project isn't some sort of conflict of interest? How did the same firm get these plum jobs?

I hope that the City Planning department is going to exercise some control over Universal's unseemly haste in getting these projects in play. Do we really need more "bread and circuses" at the expense of our health and sanity? I had the opportunity to read the eloquent letter to you from the Cahuenga Pass Propertyowners Association and they say it all without heat or rancor. Please be guided by their concerns and recommendations.

Sincerely,

Marie Andros
4744 Cahuenga Boulevard
Toluca Lake, 91602

My apologies for this email format. It was returned to me via the Mailer-Daemon and I thought I'd entrust it to regular mail instead. MA

****

Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

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AUG 14 2007
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COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES COMMENT CARD

CASE #: ENV 2007-933-EIR

DATE: June 25, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: Marvin Braude San Fernando Valley Constituent Service Center

NAME: Marie Andrew

ADDRESS: 4744 Cahuenga Toluca Lake 91602 VAN 7.8.07

PHONE: 818-766-0463

This Comment is regarding: (Please check all that apply)

- ☑ Aesthetics
- ☐ Agricultural Resources
- ☑ Air Quality
- ☑ Biological Resources
- ☐ Cultural Resources
- ☐ Geology & Soils
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology & Water Quality
- ☑ Land Use & Planning
- ☐ Mineral Resources
- ☑ Noise
- ☑ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☑ Transportation/ Circulation
- ☑ Utilities

COMMENT:

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JUL 16 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Department of City Planning re: Public Scoping Meeting on the Metro Universal Project located at 3875 N. Lankershim Boulevard

This project will severely impact all of the San Fernando Valley not just the area adjacent to the proposed development. It is ostensibly being designed for the LA of 20-30-40-50 years from now but will make life for those of us around today a living and commuting hell.

You are doing nothing to address the traffic nightmare this will cause. The 101 will not be able to deal with the cars that this will add to its already congested lanes. The city streets will become impossible to navigate especially for those people who live in neighborhoods that use Lankershim for ingress and egress. I won't even go into the disaster in the making to the east on Barham Boulevard when the other Universal project swings into action.

The obscenely tall skyscrapers you have planned (and growing taller by the minute) will blot out the views of the Santa Monica Mountains and the sun. One of the most historic monuments in California will be in permanent shadow and seriously trivialized.

The arguments that all these people who will be living and working in the new constructions will be abandoning their cars and using the MTA is an insult to our intelligence. The subway only goes downtown and doesn't even run 24/7. Plans to expand the system are in their infancy and will face long and expensive negotiations.

Will these buildings impact the subway foundations? To anchor the 45 story structures you envision will require some serious steel footings. Remember the "Big One" that Cal Tech says is overdue? What about that very real possibility?

Your presentation drawings are simplistic and misleading. The leafy courtyards and green vistas are artistic hocus-pocus. The only thing missing in the renderings are some cows grazing! Save the smoke and mirrors for the more gullible.

This is being done for money…to say that it's bold and imaginative and will become the prototype for future city planning is absolute bunkum. To think that we taxpayers will be rewarding the developers of this scheme for creating such misery is the worst kind of political scam. Once it is finished, Mr. Thomas and his associates will scuttle back to the west side to count their money while we are left with his architectural chaos.

An army of illegal aliens will need to be recruited to service all of these proposed buildings. Those are the jobs that will be created by this building orgy.

The homeowner is becoming an endangered species. Finding starter, affordable homes is nearly impossible in this city as more of the older structures are being razed in favor of

multiple housing. The zoning policies are all in favor of the developer. The condos and lofts, the 50 feet apartment buildings are like a creeping fungus over our neighborhoods. The streets are clogged with the cars from these high rises along with their detritus (abandoned shopping carts, discarded pizza boxes, empty bottles and cans). What was once the American Dream…is now a struggle. You never know when the next big project will cast its shadow over your backyard. Keeping neighborhoods intact requires constant vigilance.

We need help from the Planning Department not a rubber stamp for runaway development. Don't allow this to go forward as it is presently conceived. It will change this part of the valley forever and adversely affect the countless thousands of homeowners and commuters who live and work here.

Marie Andros

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Fran Arcona
ADDRESS: 3170 Lake Hollywood Dr.
PHONE: (323) 851-4407

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☑ ✓Biological Resources
- ☑ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☑ ✓Hazards & Hazardous Materials
- ☑ ✓Hydrology & Water Quality
- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☑ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: This area is already overcrowded and traffic is getting worse. This project would compound these problems.

RECEIVED
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AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

From: Steven Baer <slbaer@earthlink.net>
To: Jon Foreman <Jon.Foreman@lacity.org>
Date: 7/22/2007 5:20 PM
Subject: Universal City Vision Plan

Mr. Foreman,

Thank you for the opportunity to provide my initial comments on this project. I have lived very close to the northeast corner of the Universal property for twenty years. I can see, from my bedroom windows, the hillside that is proposed as part of the "Universal Village." I frequently go through the intersection of Barham Blvd. and Forest Lawn Drive--driving in my car, while riding my bicycle, and on foot, as a pedestrian.

The massive scale of the Universal City Vision Plan guarantees negative impacts to the existing infrastructure, and the existing neighborhood residences. I have three main concerns:

Unless the interchange between the Ventura and Hollywood Freeways is completed in advance of this project, the traffic impacts to local streets will be horrific. At the very least, there should be an added connector to allow travel from the westbound Ventura to the southbound Hollywood, and an added connector to allow travel from the northbound Hollywood, to the eastbound Ventura. Short of these infrastructure improvements, Barham Blvd., Forest Lawn Drive, Pass Avenue, Olive Avenue, Lankershim, Vineland, Cahuenga, and Riverside Drive will be totally overburdened.

My second concern is over the proposed residential buildings, up to 12-stories tall, obscuring the view of the hillsides. This is far out of scale to what exists in our neighborhoods.

My third concern is the question of air pollution. How will this project impact the quality of the air I breath? And, how much air pollution is too much? (I also have concerns of added noise.)

Some other comments:

If "Universal Village" is built, I hope that there can be pedestrian/bicycle bridges installed to assure safe travel over the Barham/Forest Lawn intersection. It is currently a challenge to cross those streets safely. Bridges would be great.

Will there be any dedicated "senior housing" offered. I wonder if there was any thought of creating a "satellite" campus to the Motion Picture Retirement Home, in Woodland Hills? I believe Lew Wasserman would have liked that.

I hope that construction hours will be limited. No Sunday work, please.

I will try to stay informed about this project. Thanks again,

Ms. Lee Baker
10457 Bloomfield Street
Toluca Lake, CA 91602

RECEIVED
CITY OF LOS ANGELES
AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Monday, August 6, 2007

Jon Foreman
City Planner/Project Coordinator
Department City Planning
200 North Spring Street, Rm 601
Los Angeles, CA 90012

Dear Mr. Foreman,

I am a longtime resident of the Universal City area and have enjoyed the excitement and entertainment that Universal City has provided. My out-of-town guests know about my illustrious neighbor and look forward to visiting City Walk and all the interesting things provided in Universal City. It certainly eases my hosting duties!

I believe that the additional business created - which benefits our city - will be increased by expansion of the Universal City Vision Plan.

Hollywood used to be the glamour capitol of our nation . . . now Universal City is. It is a valuable tourist attraction and a great entertainment resource for visiting and local families . . .

I support the Universal City Vision Plan, and look forward to its implementation. Your support will be greatly appreciated.

Sincerely,

Lee Baker

Lee Baker

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

DATE: August 1, 2007

NAME: MATTHEW BANASHEK
ADDRESS: 3220 HILLOCK DR
PHONE: (310) 614-1020

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: I LIVE IN THE MANOR. MY CONCERN IS THAT THE UNIVERSAL PROJECT WILL INCREASE THE TRAFFIC, NOISE POLLUTION, AND ACCESS ~~TO~~ IN THE MANOR

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

From: Yunta Banisaba <yuntabanisaba@yahoo.com>
To: <Jon.Foreman@lacity.org>
CC: <bsaltsman@boas.lacounty.gov>, <renee.weitzer@lacity.org>
Date: 8/16/2007 8:35 PM
Subject: Universal City Vision Plan

Jon Forman, LA City Planning Dept.

Dear Mr. Foreman,

In developing the plans for an Environmental Impact Report for the proposed Universal City Vision Plan, I do hope that you will consider the potential positive benefits this project could provide, not just negative impacts.

Personally, I think we really need more housing and this project will result in nearly 3,000 new multi-family units in a variety of types and price ranges. Moreover, by locating that housing virtually in the midst of a business center -- Universal Studios -- it will put homes right where jobs are, avoiding the need for many to take to their cars to commute.

In fact, the overall intent of the project is to help Los Angeles maintain its position as the global center of the entertainment industry. This will preserve and enhance employment and also provide tax benefits for schools and municipal needs.

Sincerely,
Yunta Banisaba
Toluca Lake

Building a website is a piece of cake. Yahoo! Small Business gives you all the tools to get online.
http://smallbusiness.yahoo.com/webhosting

From: "Barnett, Tony K" <Tony.K.Barnett@disney.com>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/2/2007 11:14 AM
Subject: RE: Universal City Vision Plan - ENV 2007-0254 EIR

Sounds great...my address is as follows:

Tony Barnett
10842 Landale St. Apt. 3
West Toluca Lake, CA 91602
818-314-6999

-----Original Message-----
From: Jon Foreman [mailto:Jon.Foreman@lacity.org]
Sent: Thursday, August 02, 2007 11:09 AM
To: Barnett, Tony K
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

>>> Anthony Barnett <tony.k.barnett@disney.com> 8/1/2007 5:16 PM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:
As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Anthony Barnett
West Toluca Lake

PS: I am a young professional living in the Universal City area. Affordable residential units in the area is a big concern for me, as I work and live in this area. I do not want to have to move out of the area just to afford something 60 miles away, while my employer is located in this area. I love this area, and am looking forward to this

development which will enhance the quality of life for all involved.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Anthony Barnett <tony.k.barnett@disney.com>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:16 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Anthony Barnett
West Toluca Lake

PS: I am a young professional living in the Universal City area. Affordable residential units in the area is a big concern for me, as I work and live in this area. I do not want to have to move out of the area just to afford something 60 miles away, while my employer is located in this area. I love this area, and am looking forward to this development which will enhance the quality of life for all involved.

From: <DBATV@aol.com>
To: <Jon.Foreman@lacity.org>
CC: <NeilKat@aol.com>, <SamBell717@aol.com>
Date: 7/12/2007 2:07 PM
Subject: ENV 2007-0254 EIR

The so called Universal City Vision Plan will see nothing but a traffic nightmare unless concurrent with Universal's big dream commencing the city itself widen both Cahuenga Blvd., East and West by at least two lanes -- a huge undertaking, but one that is absolutely essential if this project is going to be allowed.

Also, the Barham St. bridge over the Hollywood Freeway will have to be widened by at least two lanes, and Barham itself should be widened.

Is the city ready to undertake these massive road expansion necessities? If not, as much as I'm in favor of progress as an area business owner, the city should never approve any part of this project.

Sincerely yours,

David L. Bell, 3211 Cahuenga Blvd., West (at Barham)

********** Get a sneak peak of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Oliver Bennett <orbenne@sbcglonal.net>
To: <jon.foreman@lacity.org>
Date: 8/13/2007 11:41 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Oliver Bennett
Toluca Lake

PS: We need housing to keep young energetic families in the community. I believe this plan helps in that effort.

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CITY OF LOS ANGELES
AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: FRED A. BERK
ADDRESS: 13000 VALLEYHEART DR., #1, STUDIO CITY, CA 91604
PHONE:

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: In order to lessen vehicular traffic and reduce the amount of new parking space needed at the MTA Red Line station there should be a re-routing of some bus lines. For example, if some of the busses currently running along Ventura Blvd. continued into Hollywood or Downtown L.A., many people who now drive to the Universal City Station to avoid a cumbersome transfer, would board the bus on Ventura Blvd instead. Perhaps some busses could terminate at the station, while the others just stop there and continue via freeway or street.

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

DATE: August 1, 2007

NAME: DAN BERNSTEIN
ADDRESS: 3575 CAHUENGA BLVD W #248 LOS ANGELES CA 90068
PHONE: 323-876-9934

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
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- ☑ ✓Noise
- ☐ ✓Population & Housing
- ☑ ✓Public Services
- ☑ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

SEE STATEMENT ATTACHED

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AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD
CASE # ENV 2007-0254-EIR
STATEMENT ATTACHED FROM DAN BERNSTEIN

OVERALL: This development and the development proposed on the Universal City MTA property need to be studied together. In order to mitigate the effects from these projects, the infrastructure in the region will need to be significantly expanded.

AIR QUALITY: I am asking that pollution levels from vehicle exhausts be studied to determine if the levels increased by this project will create a health hazard to those on the Barham Bridge and living near the streets of Barham Blvd, Cahuenga Blvd East and West, and Lankershim Blvd.

NOISE: I ask that the noise levels from the proposed entertainment facilities be definitively projected to determine if the amplified sound to be generated will comply with both the LA County and LA City Noise Ordinances. Please note that during hot weather, an inversion layer is naturally formed and increases the volume of noise transmitted from City Walk into the surrounding neighborhoods even miles away. Please review LA County Health studies during the 1970s for more information.

PUBLIC SERVICES: I am asking that the capacities of LA City service with emphasis on sanitation be studied to determine how these projects will affect the services currently serving the neighbors within its (their) service areas (Central and South Valley). Within the Central area, odors from sewers operating at full capacity are common.

RECREATION: Previously, Universal leadership committed to the building of the LA River Bike Way. Allowing this development without building the LA River Bike Way will forever create an interruption of the bike way forcing users to travel significant distances on very congested streets. The inherent safety risk the interruption will place on users will significantly discourage use.

TRANSPORTATION CIRCULATION: While I saw many maps of streets noting intersections that are being studied for flow and improvements, nothing presented showed how the capacity of our streets would be increased to accept the significant increases in trips created by this(these) proposed developments. As a demonstration of the lack of capacity in this area, an accident within the greater Cahuenga Pass slows traffic throughout the area to a standstill.

With the lack of capacity, each additional trip created needs to be accompanied by a reduction through mass transit. But getting to the Universal MTA station will be inhibited by traffic and parking issues. How much will be contributed to the creation of local dash system to get more people to the station conveniently. Could the LA River Bike Way be used to convey people from a parking area in Griffith Park using Universal trams? Why would people use the MTA trains if they aren't able to get from the station closest to their destination to that destination? To truly mitigate developments generating this much traffic, the convenience and scope of the mass transit systems need to be greatly improved. Are these developers willing to contribute the significant funds required?

UTILITIES: What alternative systems will the developers of these projects install to mitigate the water and electrical demands of this (these) proposed project(s)? While the Los Angeles communities are being asked to conserve water and use electricity during off peak periods, we can't allow our conservation efforts to create opportunities for large developers to make more money. If that is the result, most people would no longer make any personal effort to conserve.

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Toby G Bernstein
ADDRESS: 2928 Passmore Drive Los Angeles, CA 90068
PHONE: 323-876-9934

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
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- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☑ ✓Utilities

INPUT: See back of this sheet for comments.

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AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

On some days and evenings currently, one can smell and hear the impacts of AIR QUALITY and NOISE due to existing Cahuenga Pass development and activity. Both pollution and noise hover on the ground and travel into nearby hills. (This is particularly egregious during warmer months due to an inescapable inversion layer.) At this stage of development the noise-generating entities included in this proposal need to be mitigated in light of this phenomenon of nature to insure that noise levels are addressed beforehand and preclude increased noise impact on homes as far away as Woodrow Wilson. Air Quality effects under the inversion layer must also be mitigated, although a remedy is more elusive, as air quality is impacted by Population and Housing issues which include Utilities and Traffic.

TRAFFIC is very bad currently. Mass transit is woefully inadequate to remedy current problems. The 101 plus bordering Cahuenga East and West constitute the only main valley/city route in this area. As it is, traffic alternately crawls and idles at ever-expanding "peak" times, and drivers burden narrow hillside residential streets in fruitless attempts to speed their commute and circumvent the bottlenecked Pass. The volume of cars traveling through the area will increase even without the proposed developments. Getting cars on and off the 101 directly from Universal doesn't begin to address the issue of what those drivers will do when the 101 is at a near standstill. Perhaps traffic problems should be mitigated and effective mass transit be functional BEFORE developments of the Universal and MTA station magnitude are even considered let alone allowed.

Regarding UTILITIES and PUBLIC SERVICES such as electricity and gas, **all** development should be required to be close to 100% green with an extremely low threshold of impact. The impact of water and sewer resources, however, must be mitigated through not only conservation requirements but also limiting the scope of projects.

The bottom line for me is that the limit line must be drawn to either develop within the confines of existing conditions and technology or delay projects until some future time when the status quo may be more amenable to the scope of what is currently proposed by both Universal and the MTA project.

From: "Alain Berrebi" <alain@alainberrebi.com>
To: "'Jon Foreman'" <Jon.Foreman@lacity.org>
Date: 8/6/2007 4:26 PM
Subject: RE: Universal City Vision Plan - ENV 2007-0254 EIR

Please add my name to the interested parties list.
Alain V. Berrebi
1728 Laurel Canyon Blvd., Apt. C
Los Angeles, CA 90046

Thank you

"War not make one great"
Yoda
-----Original Message-----
From: Jon Foreman [mailto:Jon.Foreman@lacity.org]
Sent: Monday, August 06, 2007 10:10 AM
To: Alain Berrebi
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process. Unfortunately, at this time we cannot do notifications through email. Someday I hope we will get there.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

>>> Alain Berrebi <alain@alainberrebi.com> 8/2/2007 9:40 PM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

Alain Berrebi
Los Angeles

PS: This is a project that can only be an improvement to our city, Universal has proved itself over the years.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Alain Berrebi <alain@alainberrebi.com>
To: <jon.foreman@lacity.org>
Date: 8/2/2007 9:40 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

Alain Berrebi
Los Angeles

PS: This is a project that can only be an improvement to our city, Universal has proved itself over the years.

From: <dcs5023@aol.com>
To: <jon.foreman@lacity.org>
Date: 7/17/2007 12:15 PM
Subject: NBC/Universal development problem

Sir:
We are residents of "The Island" at 4038 Willowcrest Ave, Studio City 91604. The traffic in the area where Lakershim meets Ventura Blvd. is already gridlocked. We are concerned at the amount of traffic pollution this new project will create in our area. We don't want out neighborhood to become unhealthy. If there is a plan to have NBC employees exiting into our neighborhood on Bluffside drive, this most certainly will not only hurt our neighborhood because of the excess traffic going through it, but will also endanger the park, due to all the excess car exhaust, noise and litter that will most likely follow.
Sincerely-
Matt Besser & Danielle Schneider

AOL now offers free email to everyone. Find out more about what's free from AOL at AOL.com.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: sandra Boccalatte <sandybocca@hotmail.com>
To: <jon.foreman@LACITY.ORG>
Date: 8/1/2007 5:51 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@LACITY.ORG>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

sandra Boccalatte
Toluca Lake

PS:

From: <richard.bogy@universalworkinggroupnews.org>
To: "Darnell Tyler" <darnell.tyler@nbcuni.com>
CC: <rbogy@bogycompany.com>, "'Roy Disney'" <prime_fitness@msn.com>, <krista...
Date: 7/16/2007 10:54 AM
Subject: Letter from NBC Universal

Darnell -

When we talked a bit recently I told you I was disappointed - considering the size of the MTA project - that special measures (outside of the City required notice area of less than 1500 feet and a newspaper ad) had not been taken to let the neighbors know about the recent scoping meeting.

I received a good letter today from NBC Universal today - addressed to the "Universal City Neighbor(s)" - letting people know about the upcoming Universal Vision Plan scoping meeting and also providing information on how the public can comment or attend.

I want to thank you and Universal. The letter is a great demonstration of "doing it right".

Best,

Richard

From: Robert Bolan <rkbolan@sbcglobal.net>
To: <Estineh.Mailian@lacity.org>
Date: 8/19/2007 4:19 PM
Subject: Fw: Univeral's Vision Problem

I am forwarding this email to you because I believe there is a deadline of August 20 for comments on the Universal-NBC project.

----- Forwarded Message ----
From: Robert Bolan <rkbolan@sbcglobal.net>
To: jon.foreman@lacity.org
Cc: Anne Marie Lardeau <amlardeau@earthlink.net>
Sent: Sunday, August 19, 2007 3:30:29 PM
Subject: Univeral's Vision Problem

Mr Foreman:

I live on Blair Drive, right across from the part of Universal's back lot where they intend to build at least some of their high rise buildings. Well, pretty much every day for the past week (maybe more, I was out of town for the two weeks before) they have been knocking something down and moving things around with heavy machinery. Do we know they aren't getting a little ahead of the game and beginning some sort of construction down there before they have gone through all the City's planning steps?

A second, more troubling thing happened today, Sunday. At about 10:30AM the power went out and remained out for about 3 hours. I thought that all of the work down on Barham Blvd for the last couple of months was supposed to fix the outmoded, overloaded, and otherwise inadequate cables (or whatever) that had been responsible for the increasing power outages we have suffered for the last few years in this little island of civilization that sits astride Barham . Obviously, it hasn't. Which brings me to my second point. Whatever Universal is planning or will be allowed to do is going to require a massive increase in electrical power use. So, while Universal may have nothing to do with the power outages, their planned massive residential and commercial development with resulting massive power consumption certainly won't help, and will probably exacerbate, the problem. So, beyond the traffic, which I have addressed in a previous email to you, there is
this second environmental impact issue that must be factored in to the Universal-NBC project--increased demand on the City's power grid.

Whatever was the cause of today's power outage doesn't matter: the outages continue and no further development should be allowed to proceed in this area until the problem is understood in its entirety and fixed. When the power goes out in the Barham corrider, obviously the traffic lights go out as well and traffic becomes a nightmare. And that gets us right back around to environmental impact issue #1: traffic in the Cahuenga/Barham chokepoint.

So, with Universal-NBC's metastatic growth in mind, the decreased quality of life that will result from inadequate attention to the issues outlined above will impact not just the people who live in this area, but all who must go through it on their way to making or spending money in the City.

Robert Bolan, M.D.

From: Robert Bolan <rkbolan@sbcglobal.net>
To: <jon.foreman@lacity.org>
CC: Anne Marie Lardeau <amlardeau@earthlink.net>
Date: 8/19/2007 3:30 PM
Subject: Univeral's Vision Problem

Mr Foreman:

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So, with Universal-NBC's metastatic growth in mind, the decreased quality of life that will result from inadequate attention to the issues outlined above will impact not just the people who live in this area, but all who must go through it on their way to making or spending money in the City.

Robert Bolan, M.D.

From: Robert Bolan <rkbolan@sbcglobal.net>
To: <jon.foreman@lacity.org>
CC: Anne Marie Lardeau <amlardeau@earthlink.net>
Date: 7/18/2007 8:11 AM
Subject: NBC Universal's Vision Plan (which needs eyedrops and strong glasses)

Dear Mr. Foreman:

I am opposed to zoning changes that will allow increased commercial and high density residential construction near and along Barham Boulevard.

The main impact on traffic of any of these developments will be catastrophic. The Barham/Cahuenga intersection is the weak link in the entire Cahuenga corridor. The lack of a connector between the westbound 134 and the southbound 101 means that traffic from San Gabriel Valley travels at freeway speeds along Forest Lawn and up Barham Boulevard until forced to stop because of backup from the Barham Cahuenga intersection.

The service drives Cahuenga East and West (the only way to enter Barham) are very narrow and already operating at capacity. With the Hollywood Redevelopment of recent years, Hollywood is increasingly becoming a destination and not merely a place to be passed by on the freeway. This results in daily traffic backup from Hollywood and Highland all the way back past the Bowl to where the 101 exit merges with Cahuenga West.

Fortunately, that huge plan of three years ago to deal with the Caheunga/101 corridor by expanding the freeway at the expense of the service drives collapsed under the weight of its absurdity. Before any but a modest few dwellings in this area are approved, the snarled Barham/Cahuenga intersection problems must be solved as well as the peculiar traffic flows that have grown up to compensate for it. And the solution must not harm the residential neighborhoods along Barham. If NBC-Universal is allowed, as a result of rezoning, to develop their huge back lot for residential dwellings, or worse, high-rise condos, the traffic consequences will be catastrophic and the quality of life for existing residents will plummet and the property values will fall.

This year several new projects have begun along Cahuenga and when these eventually open, the traffic will again increase. With the recent aggressive advertising of Universal's theme park and movie complex, traffic has predictably grown such that it is now necessary to plan one's trips away from home so they don't coincide with the late night mass exodus from Universal. While all this development has been going on, however, there is no sign of any attention being given to the Barham-Cahuenga intersection.

Please pay attention to these critical issues that affect everyone who lives here and those who must pass through this bottleneck on their way to downtown Los Angeles.

Robert Bolan, M.D.
Hollywood Knolls

From: Jennifer Boller <allwrite@earthlink.net>
To: <Jon.Foreman@lacity.org>
Date: 8/20/2007 9:33 AM
Subject: Universal City Vision Plan

August 20, 2007

Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012
(sent via email)

Dear Mr. Foreman:

I have lived off of Barham for 17 years. The traffic has steadily gotten worse - to the point where "rush hour" is no longer an inconvenience - or an hour - but a towering problem, with cars literally crawling along Ventura/Cahuenga, Barham, Lake Hollywood, the Hollywood Freeway, Lankershim, and Forest Lawn, not to mention every other street in the area.

Adding almost 3,000 rental units to the overburdened area, along with a 500-room hotel, countless restaurants, stores, and other "destination" businesses - with only one puny "interal road" that dumps right onto already gridlocked streets - is a mistake of epic proportions.

Since the vaunted Red Line doesn't even go to the top of the Universal City hill - there's no other way for people to arrive than by car - and adding buses isn't going to help in this car-centric city. Believe me, people are not going to be taking the Red Line, then waiting for a shuttle to drive them around the whole Universal hilltop to get where they're going.

This plan is going to be an unmitigated disaster for the neighborhood surrounding Universal City - and we already deal with excess traffic from area residents, as well as legions of lost and clueless tourists trying to find their way into and out of City Walk, the Universal Studio Tour, the Universal Amphitheater, and the AMC theatre, as well as the Hollywood Bowl, the John Anson Ford Theatre, and Hollywood & Highland.

Please don't bring our neighborhood to a standstill!

Sincerely,

Jennifer Boller
3351 Primera Avenue #8
Los Angeles, CA 90068
(323) 874-7236

From: Robert Bosen Landscape Design <robertbosen@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/18/2007 3:10 PM
Subject: Universal's Vision Plan

Let me start by saying I am a proud and lucky homeowner at 3318 Troy Drive in the Hollywood Manor neighborhood adjacent to Universal studios. We bought our home after a long search for a place with a serene view that was convenient to both work and our social lives and this is it!

The proposed project, as currently envisioned, would do a great deal to diminish our property in a number of ways:

The current proposal calls for re-grading the large promontory that separates our street from the 101 Fwy and the ensuing noise that it buffers. The increased noise would result in a diminishment of our quality of life and certainly our property values. Additionally, the current plan calls for the addition of a large number of town homes on the re-graded area. Destroying our view.

This raises a number of other issues. To take our R-1 zoned neighborhood and add a denser zone directly across the street flies in the face of the long standing nature of the Hollywood Manor neighborhood. The same promontory as is the entire greenbelt, is home to our native wildlife. We have deer, coyotes, raccoons, rabbit as well as Great horned owls, hawks and other bird species. I do not see any plan for mitigating the loss of habitat included in the current plan.

I am also concerned, as are all the residents about the increased noise and pollution that such a project entails, both in the construction phase and in stress on the neighborhood infrastructure in the long run

Thanks for your consideration of my concerns and those of my neighbors.

Robert Bosen
(310) 614-2081

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Mary Bowe <MaryPatBowe@aol.com> ✓
To: <jon.foreman@lacity.org>
Date: 8/17/2007 9:47 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Mary Bowe
Palmdale

PS: Creating better traffic flow is an urgent need in the LA area!

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Mary Bowe <MaryPatBowe@aol.com>
To: <jon.foreman@lacity.org>
Date: 8/6/2007 4:57 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Mary Bowe
Palmdale

PS: It would be particularly good for the thousands of us who work at Universal City to be able to find affordable housing for our families closer to our jobs.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Mary Bowe <MaryPatBowe@aol.com>
To: <jon.foreman@lacity.org>
Date: 8/6/2007 4:52 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

Mary Bowe
Palmdale

PS:

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: chris bowman <kkacbh@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/16/2007 7:20 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

chris bowman
van nuys

PS:

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: chris bowman <kkacbh@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/9/2007 3:34 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

chris bowman
van nuys

PS: we could use the jobs in this town there are always a shortage

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: chris bowman <kkacbh@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:46 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

chris bowman
van nuys

PS:

From: Leora Brodnick <klingledge@sbcglobal.net>
To: <jon.foreman@lacity.org>
CC: <renee.weitzer@lacity.org>
Date: 8/4/2007 1:58 PM
Subject: Universal City Vision Plan-ENV2007-0254 EIR

Dear Sir:

We are residents of Toluca Lake who feel in support of the Universal project. It is our belief that this area, while lovely and delightful, has long suffered from a reputation in Los Angeles as being somewhat out of date. This project will bring the area the new life that it needs to meet the needs of the future.

We believe that the jobs, activities and housing opportunities will more than balance any temporary inconveniences due to construction. The green development is the way of the future as well, and will set a tone for the valley that is cutting edge.

We ask you to consider this worthy project.

Chess and Leora Brodnick
4646 Ledge Ave
Toluca Lake, Ca 91602
818-761-2007

Wednesday, August 01, 2007
Alicia Brummer
3255 Velma Drive
Los Angeles, Calif. 90068

RECEIVED
CITY OF LOS ANGELES
AUG 06 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

To: Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring St., Room 601
Los Angeles, CA. 90012

Dear Jon Foreman,

We are very distress about thie idea of living next to 2,937 new condos and the NBC Universal's 25-year Vision plan to enlarge the size of their operation and devlop their property.

How are you going to mitigate the increase in traffice this project will effect during construction? How bad will the traffic be on Cahuenga Pass, Barham, Lankershim and Cahuenga Boulevard?

How will this project change the way our community looks? How much additional noise and light pollution will the project create?

Etc., Etc., Etc., Since I can't attend the first scoping meeting at the Universal Hilton Hotel, the questions above is our collective concern. Please consider how crowded the Barham-Chuenga corridor will be during any develpment.

Thank you for your kind consideration on this very important matter.

Yours truly,
Alicia Brummer
Alicia Brummer

From: "galbrunner" <galbrunner@aol.com>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/6/2007 10:23 AM
Subject: Re: Universal City Vision Plan

Annie Brunner
3374 Troy Drive
Los Angeles, CA 90068

Thanks
----- Original Message -----
From: "Jon Foreman" <Jon.Foreman@lacity.org>
To: <galbrunner@aol.com>
Sent: Monday, August 06, 2007 10:09 AM
Subject: Re: Universal City Vision Plan

Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process. Unfortunately, at this time we cannot do notifications through email. Someday I hope we will get there.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

>>> <galbrunner@aol.com> 8/3/2007 9:17 AM >>>
Dear Jon:

I'm sorry I was not able to make the Universal meeting last Wednesday, but I would like very much to voice my concerns. If Universal is allowed to go through with this plan, the traffic will be a nightmare. I have one way in to my home, off Barham,?which is already a mess in the morning and evening. Adding 3000 more homes to this area will make it a parking lot. Not to mention the congestion around Universal City.

I know this is about money, it always is. So Universal should take that land and build stages and rent them out to television shows. Then, at the very least, they are doing something for the community.

Thank you for your time.

Annie Brunner

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From: <galbrunner@aol.com>
To: <jon.foreman@lacity.org>
Date: 8/3/2007 9:18 AM
Subject: Universal City Vision Plan

Dear Jon:

I'm sorry I was not able to make the Universal meeting last Wednesday, but I would like very much to voice my concerns. If Universal is allowed to go through with this plan, the traffic will be a nightmare. I have one way in to my home, off Barham,?which is already a mess in the morning and evening. Adding 3000 more homes to this area will make it a parking lot. Not to mention the congestion around Universal City.

I know this is about money, it always is. So Universal should take that land and build stages and rent them out to television shows. Then, at the very least, they are doing something for the community.

Thank you for your time.

Annie Brunner

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From: Jim Brusca <jimbrusca@yahoo.com>
To: <jon.foreman@lacity.org>
CC: <amenzila@yahoo.com>
Date: 7/28/2007 4:36 PM
Subject: Universal City Vision plan, etc.

I am a resident in the Hollywood Manor, at 3375 Troy Drive, and oppose the Universal Vision plan the way it is presented now - this will cause too much traffic on Barham Blvd., which already has way too much traffic. Universal needs to come up with additional or expanded traffic arteries into and out of their proposed residential/commercial project to lessen the traffic on Barham. Because there are entries only at the 101 freeway, and Barham Blvd., the smartest thing is to build a road bridge over the LA River into the complex from one of the more major roads located just north of the complex. Or, build a direct road from Lankershim to the new residential complex (from the west side of the complex).

In addition, he new residential complex will dilute the value of the neighborhood and take away sight lines and views from the home in the neighborhood. The towers proposed are way too high for the area.

On a related note, LA planning should place a "No Left Turn" sign on the corner of Barham Blvd. and Blair drive for afternoon rush hours. Right now, when cars com down Barhman Blvd. heading north from the 101, if a car is making a left onto Blair from Barham Blvd., it stops traffic in one lane completely as the car stands still waiting for oncoming traffic to dissipate, and causes a dangerous situation as cars try to change out of that stalled lane. It really slows down traffic. A "No Left Turn" sign on this corner during rush hours will certainly help move the traffic on Barham Blvd. significantly. Cars looking to head up into the Manor hill can make a left at the traffic light on Dewitt.

James Brusca
3375 Troy Drive

Be a better Heartthrob. Get better relationship answers from someone who knows.
Yahoo! Answers - Check it out.

RECEIVED
CITY OF LOS ANGELES
AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: Herman & Lenore Cantor-Raichle
ADDRESS: 4405 Mariota Avenue
Toluca Lake, CA 91602
PHONE: 818 766-9619

❑ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ❑ ✓Aesthetics
- ❑ Agricultural Resources
- ❑ ✓Air Quality
- ❑ ✓Biological Resources
- ❑ ✓Cultural Resources
- ❑ ✓Geology & Soils
- ❑ ✓Hazards & Hazardous Materials
- ❑ ✓Hydrology & Water Quality
- ❑ ✓Land Use & Planning
- ❑ Mineral Resources
- ❑ ✓Noise
- ❑ ✓Population & Housing
- ❑ ✓Public Services
- ❑ ✓Recreation
- ❑ ✓Transportation/ Circulation
- ❑ ✓Utilities

INPUT:

WE AM VERY CONCERNED THAT OUR ALREADY UNHEALTHFUL AIR WILL BECOME EVEN MORE DEADLY WITH CONSTRUCTION, INCREASED POPULATION, AND THE ADDITION OF SEVERAL CARS PER NEW DWELLING. THE ALREADY OVERLY CONGESTED ROADS WILL BECOME A TRAFFIC NIGHTMARE. THE PLAN WE SAW INCLUDED NO SOLUTIONS FOR THE ADDITIONAL TRAFFIC. FIRE, POLICE, AMBULANCES, AND HOSPITALS NOW HAVE DIFFICULTY PROVIDING ADEQUATE SERVICE FOR THE CURRENT POPULATION. THE ELECTRICAL POWER SYSTEM IS ALREADY OVERLOADED. WE MAY BE OLDER AND RETIRED, BUT THE FUTURE IS STILL IMPORTANT TO US.

From: "Martha Carr" <martha.a.carr@gmail.com>
To: <Jon.Foreman@lacity.org>
Date: 8/20/2007 12:31 PM
Subject: commentary re Universal Development
Attachments: NBC:Universal.doc

Please find enclosed my commentary re ENV 2007-0254 EIR
Thanks - Martha Carr 3331 Blair Dr. LA CA 90068

Martha Carr
3331 Blair Dr.
Los Angeles, CA 90068

August 20, 2007

Jon Foreman
Dept. of City Planning
200 N. Spring St., room 601
L.A., CA 90012

Re: ENV 2007-0254 ER Universal City Vision Plan

Mr. Foreman,

I am writing in response to the request for commentary on the proposed expansion by Universal Studios. My letter addresses specific concerns that are adjunctive to the letter submitted by my husband Richard Carr. The first issue is the development of condominiums, townhouses, and rental apartments currently slated for development in the 'greenscape buffer' area adjacent to our property. Our house sits on the eastern edge of the hill, which is the lowest portion of the Manor abutting Universal's property and therefore one of the most heavily impacted. Issues of noise, both during construction and afterward, lighting and impacted views, are of special concern.

Currently, two or three people talking on the back-lot behind our yard is audible from inside our home. Security or production vehicles driving past our fence can be heard. Because these are transitory noises that occur infrequently they most often are not a problem unless they occur during the hours that have been restricted under the current CUP (10PM – 7AM). Even with the CUP there has been difficulty preventing auxiliary services, such as set construction deliveries or trash pick-up, from occurring at the wee hours of the morning, sometimes as early as 4:30 – 5:00AM! We have a system in place to report these kinds of problems in order to get them rectified and the Noise Manager has been quite helpful in getting problems such as these resolved.

It will be impossible to regulate homeowners or renters from living as they see fit. For example, what if someone wants to open his or her windows (facing our hill) and play rap music late at night? It would not even have to be that loud for it to be quite intrusive into our home. How will that be mitigated? We would not want garages to be located facing the Manor as garage doors going up and down, cars or motorcycles starting their engines and going in and out, workshop projects etc. all might contribute to a change in the quality of life we have come to know up here. Lighting of streets and areas outside of the apartment or condominium buildings might also be intrusive.

There is also the incredible disruption of the construction itself. We lived through the earthmoving project in 1980 while the current parking structures were being built and it was an extremely stressful year. Besides the noise of the earthmovers from morning to night, our windows rattled, and the house constantly shook, causing settling cracks and other problems to our home. Mitigations during construction have to be clearly defined and ways to enforce them in place.

Views are another concern. Right now we look at the greenery and the beautiful trees that were planted in 1980, which were the result of the negotiated CUP, to buffer the

neighborhood from the parking structures and related activities. These have finally matured in the last few years to the point that they create an effective visual screen for our neighborhood. They also have become home to many hawks and other birds that have nested there. According to the plan these trees are to be removed.

Although we accept that some development is inevitable, it is our belief that this project needs to be scaled way back. We think it reasonable to ask that any development occur in areas that will not deleteriously impact the quality of life in the Hollywood Manor, especially along Blair Dr. Setting residential areas for example, in areas where the ridge is the highest, with sufficient green buffer zones between homes and any new construction to minimize visual and auditory intrusions, makes more sense than building them in areas with the lowest ridgeline and eradicating the buffer zones that now exist. For example, developing areas toward Forest Lawn and Barham Blvd. near the day-care makes more sense than developing right below Blair Dr. Also, views will be less impacted. Property values will also be maintained by doing it this way.

Another reason scaling way back makes sense is that as it currently is proposed, it is estimated that 6,000 additional cars will be introduced into Universal property from the village alone! Where are these cars going to go? Our neighborhood is already saturated with too many cars! We believe that all traffic impacts need to be analyzed before moving ahead with specific plans on this project, and that all traffic mitigations be put in place before permits are issued for any development to begin.

Of concern is also the road that is slated to tie Forest lawn to Corral Dr., which looks like a 6-lane throughway for public use. Although this might siphon some of the traffic off of Barham Blvd, it will bring a tremendous amount of traffic noise and pollution into our neighborhood. You only need to go stand on the streets in the Manor above Barham Blvd to know how loud a street like that can be. I cannot think of any mitigations that would buffer our homes from the effects of such a large road. It makes much more sense to create an alternate by using the 'East-West' road, which runs along the south side of the LA River between Forest Lawn Dr. and Lankershim Blvd. There is already a natural roadway earmarked on the county plan map. We object to any attempt to have this roadway eliminated from the county map.

Other concerns include: how will NBC/Universal plan to support and provide for the surrounding schools that will be taking the hundreds of children who will be living in the new village? Will they provide funding to build new schools? Our schools are already overcrowded and overburdened. How will they control use of the Village area and the designated picnic or hiking areas to prevent public usage that will interface with our neighborhood? Hours of usage need restriction too to avoid noise problems in our neighborhood. Who will enforce these? This development is just too massive to make sense.

Sincerely,

Martha Carr
3331 Blair Dr. LA 90068

From: "Richard Carr" <ricarr4001@gmail.com>
To: <jon.Foreman@lacity.org>
Date: 8/20/2007 4:48 PM
Subject: Universal Studios Proposed expansion ENV-2007-0254 EIR
Attachments: ltr re Univ.doc

Dear jon Foreman,

Please consider my comments in proceeding to evaluate the porposed expansion presently being pursued by NBC/Universal Studios ENV-2007-0254 EIR. They are attached. Feel free to contact me if I can add further to this process.

Thank you for your kind consideration,
Richard Carr, Psy. D.
3331 Blair Drive
Hollywood, CA 90068

E-mail: ricarr4001@gmail. com
Phone: (323) 876-3504

Richard Carr
3331 Blair Drive
Los Angeles, CA 90068

August 19, 2007

Department of City Planning
Attn: Jon Foreman, City Planner/Project Co-coordinator
200 North Spring Street, Room 601
Los Angeles, CA 90012

Re: EAF No: ENV 2007-0254 EIR, Universal City Vision Plan

Dear Jon Foreman,

I am responding to a request for public comment about Universal Studios, LLLP, L.P.'s proposed development as addressed in ENV 2007-0254 EIR. Our property abuts the eastern edge of Universal's back-lot. My wife and I have lived and raised our children at 3331 Blair Drive in the Hollywood Manor, a community established in 1926, since February of 1980. She and I continue to enjoy the unique residential community adjacent to Universal Studios back-lot area.

For more than a quarter of a century, this community has relied upon City and County Planning Departments to provide and enforce the buffering of impacts from the adjacent activities of the multi-industrial complex called Universal Studios. For more than a decade and a half, a County Regional Planning Conditional Use Permit reflecting collaboration between Hollywood knolls Community Club (the homeowners organization for the residential areas of the Hollywood Manor, The Hollywood Knolls and Lakeridge Estates) and MCA Universal, Inc., has delineated the nature of this buffer. The present proposed development does not reflect the sensitivity to issues and their resolution found in that Conditional Use Permit's buffering of sound, light, times of usage, and permitted industrial activities. It proposes new uses that stand to be more intrusive to life in the Hollywood Manor and the surrounding communities than those found unacceptable in the past.

I request that special consideration be given to the conditions defined in the CUP and in the EIR from the most recent proposed project that universal Studios brought before both planning departments, and, that these documents be used to define a minimum standard for mitigations of impacts they address. I also request that this opportunity be regarded, as has been done in forming the present CUP and the previous development proposal's EIR as an opportunity to sensitively improve the quality of life through a constructive interchange by all affected parties willing to be involved. For example, the CUP addressed impacts from universal's week-end activities – a time that Planning Department Enforcement officials are not available – by establishing a monitoring function carried out by both the HKCC representatives who resided along Universal's property and Universal's specially appointed CUP representative for community

relations. Suspected violations of the terms of the CUP led to immediate communication by representatives of both of these interests to resolve the issue ASAP. This facilitated many quick and reasonable solutions that otherwise would have entailed utilizing the Planning Department's resources to address issues no longer occurring or evident. The most common examples have been activities generating noise during times not permitted by the CUP. However, issues that are more significant also occurred and were resolved, such as non-permitted parking and usage violations. The quick access to addressing and resolving these issues has significantly improved the quality of life in the Manor for those of us adjacent to Universals Studios while conserving Planning Department Enforcement resources.

Input regarding the areas being studied in the EIR from the Environmental Public Scoping Meeting Preparation Input Card of 8/1/07.

Aesthetics: Because of the present CUP, mature trees presently help screen many homes along Blair Drive and Charleston Way from the Hollywood Freeway and Universal Studio parking structures and parking areas. While nearly mature trees were planted at 1990, they are only presently reaching sufficient maturity to satisfactorily serve their intended mitigating purpose. In order for this to occur a five to six foot earthen berm placed on top of the bedrock exposed in this backlot area because of the earthmoving project of 1980 was required. In areas where the trees cannot make sufficient use of the earthen berm, tree growth is stunted quite dramatically (1/2 the height of the other trees or less).

The current proposal suggests removing many if not all of these mature trees (most likely killing them in the process) and planting others. This raises numerous concerns about the environmental benefits these trees offer and the visual buffer they provide. Will equivalent mature specimens be planted and will they be insured proper growth by sufficient earth fill being provided for their root structures? Who will determine this? Will, at a minimum, the same level of mitigated screening of the nearby developments and freeway be provided, or will it take another 15 plus years before this question can be answered? How will the current individual views of homes along Blair Drive and Charleston Way be taken into account? The orientation of these homes varies considerably in elevation and orientation, so a single approach to view problems posed by new development will not work. Will the planning departments insure that homeowners, many of whom have lived along Blair Drive longer than the 27 years my wife and I have, be a part in the decision making process as it becomes specific and implemented? Universal Studios visited and photographed the views from all of the impacted homes during their previous request for extending resort hotels in this backlot area. These photos were intended to facilitate a constructive discussion between Universal representatives and individual homeowners in negotiating viewshed decisions at later stages in that project. The same should apply in this project, since the same considerations occur.

The current proposal is quite unspecific at this point about elevations and locations of buildings. The hypothetical provided behind our house reduced the existing 'greenscape' aesthetics to something like living next to a mall with its additional traffic, service

vehicles and people noises. Changing the aesthetics of a neighborhood affects quality of life for all concerned and future property values. What could offset these detrimental effects is unclear. If the project were to become more clearly specified and given a go ahead by County and City Planning Departments, I suggest that it occur in the context of extended interactions between impacted homeowners, City and County representatives and Universal representatives. The 28-year history of County Regional Planning providing buffers and enforcement from adverse impacts should not suddenly evaporate for this community. Considerations like rooftop gardens; unique specimen trees; sound insulating, aesthetic fixed window treatments relative to the Blair Drive; earthen berms or walls buffering service road impacts or Universal residents fully accessing their Blair Drive adjacent property should be considered along with other suggestions in a context allowing involved parties very familiar with the juxtaposition of these properties to contribute in a more detailed and immediate way to the planning process.

Air Quality: The impact of living near a multilane highway like a freeway has been suggested on the news and in other scientific health reports to be adverse due to carcinogens released under such conditions. Cahuenga Pass is a corridor that experiences significant air quality issues due to the prevailing winds funneling through the narrow and elevated pass separating the valley and city portions of Los Angeles. Pollutants gathered in the Valley during the normal wind patterns and during Santa Ana winds concentrate in the residential areas surrounding the Pass. Our deck furniture constantly reflects this effect in a graphic manner.

Universal Studios proposed north-south six-lane road in an area previously used for theme park, backlot, and parking areas to the west of us would offer relief from the significant traffic already experienced on four-lane Barham Boulevard to the east of us. The combination of normal wind patterns and the geography would tend to trap and add pollutants from that road to the air quality issues already affecting surrounding residences to the west, where we live. Over 6000 additional vehicles utilizing the surrounding streets may result from Universal's proposal. Many of these will be used for short trips to schools, markets, restaurants, or local outings. The pollutants from this kind of start and stop traffic creates worse air quality than freeways. These additional pollutants would also become part of the Pass' funneled particles taken in by local residents. How will their quality of life and health impact be measured, and who will be liable for adverse long-term effects in the future — our health care systems and our taxes?

Many additional vehicle trips can be expected when people utilizing the commercial aspects of this proposal are taken into account. Given this already congested and heavily used traffic corridor, how could air quality not deteriorate, even if metro rail and other environmental friendly alternatives become more utilized?

The proposed east-west road connecting Lankershim Bl. to Forest Lawn Dr. would not seem to pose as significant air quality issues given the change in topography there. However, adding this number of vehicles anywhere in the Cahuenga Pass seems to invite a return of the air quality of the 1960's — significantly horrendous, and popularized as such in movies, television and books. Why would a tourist attraction want to invite

visitors to see, taste, and experience increased smog and poor quality breathing? San Bernadino currently provides that attraction.

Biological Resources: Presently the backlot area behind our house sees many deer, coyotes, herons, pelicans, seagulls, hawks and endless smaller animals during the year. Coyotes have been noted along Blair Drive to block the street until a driver stops and allows them to meander on their way. How will the packs of coyotes hunt regularly when Universal's backlot terrain is "developed?" Coyotes show considerable tenacity and reduced fear in residential areas, turning to pets and small children as a food source. We already experience the loss of cats to coyotes in this area. What will mitigate their biological patterns of breeding and hunting in the backlot area? Removing the mountain that provided them with dens and hunting grounds in 1980 didn't deter them. Nor does the present construction activities. Deer also depend upon this area during periods of drought for food and water. How does this development plan to take them into account?

Cultural Resources: Any community that facilitates families needs to provide close access to activities that enrich life whether that be baseball diamonds, soccer fields, hiking areas, parks, theaters, or barbecue pits. These create increased usage areas that must be maintained, or they can become potential liabilities. At present the backlot, buffers Universal's cultural amenities and increased density of people. These amenities have been a major issue in the past as we could listen to amphitheater concerts or outdoor restaurant music from Citiwalk without leaving our home. It has taken considerable joint attention to these noise intrusions that continued into the wee hours of the morning to reduce their impact. How will the additional cultural resources needed to properly serve quality of life issues of a residential community be mediated, and who will be the responsible parties for enforcement? Attending a cultural event by choice is lovely, but having to be privy to all of them without any choice is tortuous. In this development that buffer appears lost with the increased density and proximity of people inviting increased noise, crime, and fire hazards into what was a buffer area.

Geology & Soils: The present backlot behind our house was a mountain in 1980 when we moved in. That mountain became a flat pad facilitating a backlot area, a parking lot and several parking structures. The result removed the area's topsoil, while the valley into which the mountain of dirt was compacted has considerable dirt above the natural bedrock. The result as mentioned in the Aesthetics section, is that trees planted where the mountain used to be may be stunted unless provided with a base of topsoil that can accommodate their root system needs. Thus, tree growth to maturity is a concern. Often developers plant young trees with the expectation that they will eventually grow into mature plants and become what the planners anticipated. In this instance, the bedrock condition described above may curtail that expectation from occurring. Many trees in the backlot and parking lot areas remain quite stunted in comparison to those that have accessed the imported topsoil. This is easily visible along the earthen berm buffering vehicle noise between the CUP governed parking lot and the backlot behind our house.

Land Use & Planning: The main issues for us with regard to proposed uses of this area have been traffic impacts, aesthetics, sound impacts, light impacts, view encroachments,

security, and hours of usage (including service vehicles, like trash pickup vehicles). Movie production, which is unregulated by the CUP, is a time-limited intrusion with notification. Therefore, we can temporarily mitigate the impacts by closing our dual-glazed windows and doors, staying indoors, using ear plugs, staying out late, or being gone on weekends when shooting is planned. Studio lights, explosions, megaphone usage and even a movie crew talking can and has intruded into the early hours of the morning, lit up the interior of our house, and disturbed our sleep. This occasional intrusion, much like the coyotes that sometimes spend warm nights howling behind our house are expectable intrusions when living behind a studio or near a natural habitat.

Each of Universal's proposals for change raises these concerns. For example, in the distant past, a portable cement factory occupied an area of Universal's backlot near our house as the existing parking structures were being built. When it ran out of sand, gravel or cement, a very loud alarm sounded regardless of the hour. Being startled awake was horrendous to quality of life and our ability to feel alert and concentrate at work the next day. At other times, Universal representatives suggested relocating its vehicle repair, welding and machine shops into this area. This would be permitted given the industrial zoning that applies when no CUP is in force. However, these intrusive uses of the backlot area never materialized. The current negotiated CUP provided a buffer from unacceptable kinds of adjacent activities like these. Unmodified the industrial zoning laws that govern Universal's use of its property can be very adverse to adjacent upslope residences. Sound and light intrusions are line of sight based. Being above Universal makes mitigating these difficult, especially since sound ricochets off hard surfaces. The 'greenscape' and sound mitigations provided by the current CUP is an improvement over the 1980 CUP.

Studies about sleep disturbances show robust associations with poor work performance, increased accidents, worsening psychopathology, poor health and healing and many other chronic and stressful effects. Regulating sound in this area between 10 PM and 7 AM has significantly reduced sleep disturbances. Minimizing light intrusions has helped preserve the unique feeling of being within the city, yet with a sense of country. Residences located on Universal property immediately behind our house, which is one of the lowest in elevation in relation to Universal, would make any such regulation unfeasible. Mitigations would need to be structural and constant, rather than functional. How do you tell a resident and enforce that a motorcycle can't be rode after 10 PM, using machinery, playing music loudly with the windows open, or having a lively party isn't permitted without reducing the same quality of life we treasure? How do adjacent communities find and build on common interests, so that the stresses they bring to each other based upon proximity don't overshadow their relationship with each other? In this instance, no plan or obvious solution seems to be evident.

Noise: The ridge along which Blair Drive meanders forms a natural sound barrier for those residents behind or at a lower elevation east of the ridge and a sound enhancer to those in front of or west of it on the Universal Studio side. In previous proposals, noise along Blair Drive was measured by Universal's sound consultants. It seems reasonable that those measures provide a basis that be met or bettered by any future development. Potentially structures offer better sound barriers than low berms and trees, however they

also provide hard surfaces for sound to reflect off and channels that allow sound to intensify and pass through — an effect that's difficult to mitigate once it's in place. The hypothetical model shown at the pubic scoping meeting showed building of indeterminate height with these potential problems. Passages shown between buildings seemed to make certain houses very vulnerable to sound intrusions, and the rows of buildings suggested that sound would intensify between the structures by reflecting off their hard surfaces and into the passages between the buildings towards the Blair Drive homes. This problem needs to be solved before any approval of the project is given. Uneven sound scattering and sound absorbing surfaces may be possible. Who would like coming home to an environment with the ambience of a noisy restaurant? In addition, noise from traffic and news, police and other air traffic involved vehicles significantly changes with atmospheric conditions and the Cahuenga Pass' mountainous configuration. This needs to be considered, since noise studies may not notice this effect, which over the years has been very evident to residents like us.

Perhaps mitigations could require: buildings closest to Universal's eastern property line where homes are at a low elevation form an unbroken barrier with no passages so no sound could pass; an earthen berm between the buildings and the homes to additionally block sound and allow trees to be planted for screening; a sound wall might be integrated to maintain sound at the present level or better if roads need to be located behind the buildings; such a road could be usage and time regulated; and any roof usage by residents should have sound buffers on the Blair Drive side. Sound studies will be needed to verify effective decreased sound mitigation with no " hot spots."

Currently, the mountain between Corral Drive, Barham Bl., and Blair Drive blocks freeway sound for many homes. The plan shows this area being graded and used with no equivalent sound mitigations being put in place.

Construction noise is a very significant intrusion and stressor. The bowl effect created by the mountains surrounding the Cahuenga Pass intensifies construction noise throughout this whole area. This proposed construction could take years. Very early morning deliveries of materials, back–up alarms and construction start times cause sleep disruption regularly for long periods due to the high levels of the noise they produce. The current CUP provides a start time of 7 AM for construction to begin in the backlot. Will the CUP presently in force continue until the construction is done or until the buildings are ready for occupancy, or…? This restriction needs to be carried forward, and better enforced along with any new regulations that could help buffer our homes.

Population & Housing: Introducing somewhere around 6000 more people into the Cahuenga Pass area would seem to increase the population density to an extreme, given the already congested nature of the Pass area. The Hollywood Manor has 270 residences, which could be translated into roughly around 540 people. The Hollywood Knolls to the east of Barham Bl. has over 700 residences or approximately 1400 plus people. Currently, population increase in the corridor has been limited to much smaller scale developments limited by space. The increase suggested also suggests an increase in facilities, services and superstructure to match. Where would the additional markets,

schools, hospital or paramedic services, parks, etc. be built, and would these not increase the existing population density issues and further test the capacity of an already congested area. It is well known that with an increase in population density many adverse factors like crime, drug use and general life stressors increase. Universal Studios already draws significant numbers of people to Citiwalk, the proposed residential community would have the most direct access to Citiwalk restaurants, and entertainment facilities. It would seem that adolescents and children in these residences would access these facilities, and potentially significantly complicate and intensify the current challenge the entertainment center presents.

Public Services: With any increase in population density there needs to be an ability for existing public services to handle any increased population density. How will this be checked? Will public schools, especially elementary schools; libraries; fire services; emergency services; police; more worked out plans for disaster management, for earthquakes, fires, and/or terrorist events; hospital facilities; etc. be prepared to manage the increased need and congestion that will most likely make servicing the present population more difficult.

Recreation: See Land Use section. There was a discussion about having a hiking trail that would be reached from the Forest Lawn area and be open to the public. Such a trail could offer both the new residents and people from the surrounding area a chance to see the views of the valley and of the fireworks visible from Universal's northern ridgeline. However, similarly, it requires maintenance, security and patrolling so that it doesn't become a danger to the area. How will this be done and at whose expense? Will there be an option for Manor residents to have access to the trail from along Blair Drive through a locked gate with a combination lock, or security card or key, etc.?

Transportation/Circulation: Clearly beyond all of the above considerations traffic flow is the key question for Los Angeles in the future and especially in the Cahuenga Pass area. Both construction and ordinary traffic needs will escalate with a project of this size. It's essential that traffic mitigation precede construction and implementation of this project. The proposed north-south road through Universal's backlot is a problem solution that bodes ill. Not only will it potentially draw more traffic to the area, it empties traffic onto an already congested freeway and surface street area. Barham traffic decreases it's flow rate by a factor of at least five if a single lane is blocked by an accident. This makes emergency services to the surrounding area in times of need problematic. The same could easily happen to the north-south road as it picks up slack from Lankershim and Barham congestion. Imagine cars idling or moving a ten miles an hour (common on Barham in the early morning or late afternoon) along the north south road because the freeways are stopped due to an event at Universal or an accident (which is more common than desirable along that stretch of the Hollywood Freeway). There are no side streets to alleviate driver frustration or overheating cars — simply a cut through from Hollywood to Burbank or vice versa. Now consider the East-West Road between Forest Lawn and Lankershim. Forest Lawn connects to the 134 Freeway just over a mile or so from Barham, and it connects to the Metro station parking lot and station and overpass to the Hollywood Freeway on the Lankershim side. In the case of an emergency there are side

streets closer at hand to allow alternative routes to be engaged, and freeway access tends to be beyond the most congested area on the Hollywood Freeway. This route would allow better access to the infrastructure that already exists and utilize routes that don't create as negative an impact on the Cahuenga Pass area.

These comments are incomplete and general because the proposal is of a similar ilk. Good planning entails tackling the details in earnest, not the broad strokes. People experienced in the concerned environment should be included in the planning process so that the best laid plans of the experts and officials can be brought to bear on the less obvious details known by those who live in the area on a day-to-day basis.

Sincerely,

Richard Carr, Psy. D.

From: <biellafiore@netscape.net>
To: <jon.foreman@LACITY.ORG>
Date: 8/16/2007 6:40 AM
Subject: Stop further damage to our desirable area

We bought our house in the Hollywood Knolls 20 years ago, in a quiet, peaceful area, where few cars passed by Lake Hollywood Drive on a daily basis... Barham Blvd. was almost a country road, which never, ever had a traffic jam. We once even had deer crossing Barham, which have since been killed by cars. This was a clean, calm, green oasis in the middle of a busy city. A breath of fresh air in Los Angeles.

Now, thanks to the studios, we hear the constant traffic whir, not only from Barham, but also from the freeway, we have cars racing up and down Lake Hollywood Drive, as if it were the 101 freeway, and it's your lucky day if you make it up/down Barham without sitting in a jam, viewing the trash and graffiti amongst the trees that haven't yet been cut down for condos...

Any more congestion will make this already stressed area undesirable, which I know?will affect property values.

Please listen to us rather than to the dollar....

Thank you.
Michele Carter
3166 Lake Hollywood Drive
Los Angeles, CA 90068

Check Out the new free AIM(R) Mail -- Unlimited storage and industry-leading spam and email virus protection.

Brian Catalina
Ricochet Television
3800 Barham Boulevard/Suite 210
Los Angeles, CA 90068
(323) 904-4680

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

August 17, 2007

Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Vision Plan - ENV 2007-0254 EIR

Dear Mr. Foreman,

I'm writing to provide input to the Environmental Impact Report for NBC Universal's Vision Plan.

I'm a television producer and I'm currently working in Burbank. For years I've had to make the painful commute to Santa Monica and I really enjoy working closer to home. This area--Universal City/Burbank--needs to do all it can to keep the entertainment business here.

The Vision Plan represents a significant investment in the future of Los Angeles. Several thousand new and part-time jobs will be created, which will generate millions of dollars in annual tax revenue.

Please have the EIR analyze how those new revenues will help fund important public services (fire, police, etc.) and help improve the region.

Sincerely,

Brian Catalina

cc: Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky
Renee Weitzer, Chief of Staff/Chief Planning Deputy
Office of Councilmember Tom LaBonge

From: "Charlotte Chamberlain" <chamberlain_charlotte@yahoo.com>
To: <jon.foreman@lacity.org>, <tom.labonge@lacity.org>, <gail.goldberg@lacit...
CC: "Daniel Savage, President, HKCC" <hollywoodknolls@yahoo.com>, "Paul Wies...
Date: 7/10/2007 6:35 PM
Subject: Stop the Universal Project!

Dear Messrs Foreman and Labonge and Ms. Goldberg:

It is totally reprehensible that the Universal project is going forward with little or no regards to the concerns of the community regarding traffic impact on the current residents.
The Hollywood and Highland project is a traffic disaster as is the Hollywood Bowl. What this community doesn't need is another traffic bottleneck. I expect the politicians that represent this area to strongly oppose this project.

Charlotte Chamberlain
Paul Wieselmann
3483 North Knoll Dr.
Los Angeles, CA 90068-1561

ANN CHAMPION
6806 Woodrow Wilson Drive
Hollywood, CA 90068
Phone/Fax: 323-876-4378

Date: AUGUST 20, 2007

To: JON FOREMAN
RENEE WEITZER
BEN SALTZMAN

Pages: 1

Message:

I am writing to you to express my dismay and grave concern about the size and scale of the proposed NBC/MTA /Thomas Properties Group project.

I am a long-time tax-paying resident of the Cahuenga Pass, and I have seen a staggering increase in traffic here in recent years. Starting with the esthetic atrocity that is Hollywood and Highland, the Cahuenga Pass and the immediately surrounding area is being rapidly developed without any apparent regard for its topographical limitations.

The Cahuenga Pass is exactly that, by definition "a narrow route" through mountains. It is not called the "Cahuenga Valley" or the "Cahuenga Plain" for reasons that should be obvious. The current rampant development of this area is apparently without any awareness whatsoever of the impact of the accompanying explosion in the volume of traffic going through the Pass. (And, no, I am *not* referring to the annual summer increase in traffic in the evening caused by performances at the Hollywood Bowl. That, apparently is the City Council's usual excuse for dismissing residents' concern about the explosion of traffic and congestion in our neighborhood.)

Already the Cahuenga Pass cannot handle its current volume of traffic, let alone the traffic that will be added once the projects presently under construction are completed. The Cahuenga Pass is the main route between the San Fernando Valley and Hollywood and downtown, and its topography needs to be taken into consideration when development is planned. Your department needs to do a thorough study not just of the projected additional traffic generated by this proposal but of the traffic load that exists now and which will, of course, be greatly increased when the overscale projects which are already underway in the Pass are completed. This latest plan needs to be scaled down to be in proportion with the surrounding community and so that it will not cause the Cahuenga Pass to become literally impassable.

Sincerely,

Ann Champion

Ann Champion

From: "Ann Champion" <horsedrawn@mindspring.com>
To: <Jon.Foreman@lacity.org>
CC: <Renee.Weitzer@lacity.org>, <bsaltzman@lacbos.org>
Date: 8/20/2007 4:29 PM
Subject: Concern about proposed project

Dear Mr. Foreman

I am writing to you again to express my dismay and grave concern about the size and scale of the proposed NBC/MTA /Thomas Properties Group project.

I am a long-time tax-paying resident of the Cahuenga Pass, and I have seen a staggering increase in traffic here in recent years. Starting with the esthetic atrocity that is Hollywood and Highland, the Cahuenga Pass and the immediately surrounding area is being rapidly developed without any apparent regard for its topographical limitations.

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Sincerely,
Ann Champion
6806 Woodrow Wilson Drive
Hollywood, CA 90068
323-876-4378

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: WILLIAM J CHARTIER
ADDRESS: 3476 WONDER VIEW PL, LOS ANGELES CA 90068
PHONE:

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:
NEED TO ADDRESS EAST WEST TRAFFIC BETWEEN FOREST LAWN AND MTA STATION

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

From: Drew Cobb <drewcobb@sbcglobal.net>
To: Francesca Scalpi <fredoniawatch@pacbell.net>, <Jon.Foreman@lacity.org>
CC: <Bbbecker@sbcglobal.net>, Linus Bittner <lhbit@earthlink.net>, Lauren Bo...
Date: 8/21/2007 2:17 AM
Subject: Re: MTA Development at Lankershim Blvd & Cahuenga Blvd

I've always been appalled that they created 2 additional on ramps to the 170 north with the City Walk expansion, but none going South which creates huge traffic jams on Cahuenga, especially on the weekends. I thought when they started the Universal condos they were finally going to add an on ramp going south which could be accessed before hitting city streets.

Drew Cobb

On 8/21/07 12:11 AM, "Francesca Scalpi" <fredoniawatch@pacbell.net> wrote:

> Email To:
> Jon.Foreman@lacity.org
>
> To the members of the Environmental Board:
>
> From:
> Fredonia Drive Home Owners:
>
> Stephen and Michelle Marks - smarks@evolution-ent.com
> 3691 Fredonia Drive, Los Angeles, CA 90068
>
> Steve Kramer and Melora Harte - m4harte@sbcglobal.net
> (323) 851-1883
>
> Scott Owens - FutureCom@earthlink.net
> 3690 Fredonia Drive, Los Angeles CA 90068
>
> Francesca Scalpi - laoffice@pacbell.net
> 3682 Fredonia Drive, Los Angeles CA 90068
>
> Lotus Fong - l_fong@pacbell.net
> 3684 Fredonia Drive, Los Angeles CA 90068
>
> Clare Freeman - CFreeman@toddao.com
> 3754 Fredonia Drive, Los Angeles CA 90068
>
> The following input is from 6 homeowners who live on Fredonia Drive in Los
> Angeles, California. Fredonia is four-block street starts at Lankershim
> Blvd., and ends at Cahuenga West at the Nissan dealership.
>
> CURRENT RESIDENTIAL/RETAIL/OFFICE DEVELOPMENTS include the recently completed
> apartment complex on Lankershim Blvd. at Valleyheart Dr., the Hanna-Barbera
> renovation & the new development that was the former home to the Braille
> Institute on Cahuenga West. The current traffic and parking are already
> problematic and these businesses have yet to open.
>
> The neighborhood is already impacted from visitors to the Universal Theme
> Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood
> Bowl. Adding additional retail, hotel, homes and an expanded theme park will

> create a logistic nightmare.
>
> Here are some of the issues and impact we believe will result from the three
> large developments surrounding our neighborhood.
>
> AESTHETICS: The high-rises and/or roof tops will replace the visibility of
> nature, and the mountains.
>
> AIR QUALITY: Increased vehicles will impact the smog levels to those of us
> who work and/or reside in this area.
>
> BIOLOGICAL RESOURCES: It is now fact that increased density (population,
> autos and structures) cause "urban heat island" effect. As per an article in
> "Newsweek" (November 23, 1998) case studies were cited in Salt Lake City, as
> well as other areas, showing the negative impact. It can increase
> temperatures, smog, air conditioner use, toxic components in the air, asthma,
> etc. It creates its own "ozone" layer, and as such is very unhealthful and
> eco-unfriendly. The Akbari research group (cited in this article) went on to
> state that if 5% of L.A.'s area were to be planted with trees (approx. 10
> million) and lighter-colored roofs were substituted for dark, the result could
> be a 10% decrease of ozone levels for L.A.
>
> CRIME: Graffiti, vandalism, theft and physical violence have grown
> substantially with the growth of City Walk. The neighborhood has been impacted
> by roving bands driving through the neighborhood at high speeds smashing
> parked cars and stealing landscaping.
>
> CULTURAL RESOURCES: The proposed development by the MTA will negatively impact
> the Campo de Cahuenga historical landmark.
>
> HAZARDS: Already the roads of the Hollywood Hills are increasingly being used
> as alternate commute routes from "over the hill". The pedestrians are forced
> to share the streets with autos because there are no sidewalks; furthermore,
> parking is allowed only on one side in selected areas because of the minimal
> street width. Add to the "recipe" that they are in heavy disrepair, never
> cleaned, and more populated with commuters who ignore all stop signs, speed
> indicators, etc. With this increased development, it is only a matter of time
> that someone will be seriously hurt or killed on Fredonia Drive, or
> Wrightwood, or any of the other routes to Mulholland.
>
> LAND USE: Why are we adding more concrete jungles to our neighborhood instead
> of more green public not commercial space.
>
> NOISE: The noise has been steadily increasing. The outdoor entertainment at
> City Walk is a noise nuisance as well as the fireworks from Universal Studios.
> The added population these developments will bring will increase an existing
> problem. Recently media's helicopters make a daily and nightly visit as well
> as planes flying advertisements over Universal Studios.
>
> POPULATION & HOUSING: The concept of "working in the area in which you live"
> does not decrease the amount of traffic or impact to the surrounding
> neighborhoods. Our experience has been that people in work in the area will
> chose to park on Fredonia and walk down to Cahuenga Blvd versus paying for
> parking in the building the work in. Today there is not enough parking on
> Fredonia for its existing residence. Because our area is zoned multi-housing
> many small lots are being purchased by developers to build more condos and

> apartment houses in place of small single family homes.
>
> RECREATION: There is very little space for our neighbors to go and enjoy the
> outdoors. There needs to be some plans for open park areas. If we have to
> travel all the way over to Griffith Park we will add to more congestion and
> polution.
>
> TRAFFIC: It is our understanding that widen Lankershirm or Cahuenga Blvd is
> not possible. These streets are becoming part of the 101 during the rush hour
> traffic. Traffic is at a standstill before and after the events at the
> following venues; Universal Theme Park, Gibson Amphitheatre, John Anson Ford
> Amphitheatre and the Hollywood Bowl. Road rage is a common occurrence with
> people speeding through our small narrow street trying to snake their way up
> to Mulholland. We had one home owner have a car crash through a guard rail in
> front of her house after losing control by going too fast on a turn. If that
> guard rail was not there it would have crashed through her home. Several
> neighbors have had near misses with speeding cars as they walked with a
> neighbor or their pet. The stop sign at Fredonia and Wrightwood is being
> ignored with cars blasting through a three way intersection.
>
> HELP US DO NOT IGNORE US: In the first meeting with the public the maps did
> not even have Fredonia Drive on the map. It had Lankershirm Blvd becoming a
> dead-end at the intersection of Lankershirm and Cahuenga. Please do not ignore
> the impact that these three huge developments will do to our neighborhood. We
> have heard in the past from city officials when we have brought up issues that
> a developer should not be punished for issues that are already a problem. That
> it is their right to build on their property as long as it is to code. These
> developers are not living with the impact they build these multiple units,
> sell them and take their money and run. The developers of these three proposed
> developments will not be living on Fredonia Drive. They will not have to deal
> with the traffic, noise, pollution and poor quality of life. People come into
> our area and impact us everytime they visit City Walk, the Universal Theme
> Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood
> Bowl. They do not have to live in the impact zone they come to party and play
> at our expense.
>
>
>
> Fredonia Neighborhood Watch Blog
> http://www.lostdetails.typepad.com/fredoniawatch/

From: <ccohen@dslextreme.com>
To: <jon.foreman@lacity.org>, <gail.goldberg@lacity.org>, <tom.labonge@lacit...
Date: 7/16/2007 9:04 PM
Subject: Re: opposition to NBC/Universal plan

I am writing to express my disapproval for the NBC/Universal plan. Not only is the plan a short-sighted and undemocratic outcome, but so is the process. While I am not surprised by NBC/Universal, I am disappointed with how the city has handled this. Surely it is clear that this project will benefit few but will cost many. Any argument that this will benefit many is disengenuous. Any arguments that traffic will not be impacted in a materially negative way can not be taken seriously. The Red Line reduces traffic. Buses reduce traffic. Bringing more people with more cars does not reduce traffic.

I live near Universal. I moved here knowing about the traffic but wanting to be close to the city. I am sure that the people who planned this do not live here. I am sure what this will do to already miserable traffic. I pay a considerable amount in local taxes. Congestion is very bad for real estate in the area. The way this plan is designed at this point, with almost no consideration for traffic impact, will not ultimately benefit anyone already in the city, though it will certainly benefit NBC/Universal.

Is there anybody speaking up for the local residents? It does not seem our voices are being considered as much as the tax dollars on the other side. I am ashamed of the hypocrisy I see in that I have been working on a local house and the approval process has been an absolute nightmare for what amounts to a tiny project. Why is a laser beam lens being held up to investigate my tiny project when this massive development seems to be speeding through unchecked!!!??? Why was it okay for my personal project to sit on someone's desk at the city for months because they were too busy and didn't have enough help when this project can not even be discussed further despite the fact that the citizens are attempting to demand it? Why does it feel like the comment time is being managed to prevent too many negative comments, i.e. Ms. Goldberg's decision to not extend the comment period despite a request from Councilman La Bonge? Is there a time limit on free speech? Does this limit perhaps indicate bias? Will the developers run away with all of the money if we actually stop and think for an extra few months? What are the long term benefits to Los Angeles and its residents? How can we minimize the traffic impact? I am not against development. I am a big fan of corporate America. I truly believe that free markets and corporate America help to make this country great. But I am strongly against traffic, greed and short-sighted thinking. At times, the market must be checked for the public interest. This is one of those times.

From: <jlc@dslextreme.com>
To: <jon.foreman@lacity.org>, <gail.goldberg@lacity.org>, <tom.labonge@lacit...
CC: <antonio.villaraigosa@lacity.org>
Date: 7/16/2007 8:53 PM
Subject: opposition to NBC/Universal plan

It is hard to believe a project that appears to negatively impact the quality of life for most if not all Los Angeles residents could be on it's way to fruition. I live in the Hollywood Knolls. There are times that it takes me 25 minutes to drive less than one mile on Cahuenga due to the already unbearable congestion around Barham. This congestion is of course a direct result of another historically short-sighted decision to not connect the 101/134 interchange. Barham is used as a freeway to Burbank already. The current trickle of traffic in the area will turn into complete gridlock certain to reverberate throughout the entire city and likely the county. The added congestion created by this development will clog the flow of traffic through one of the most important arteries between the San Fernando Valley and the city side of L.A. Recent studies show that this optimistic belief that building near a transit hub will reduce cars in the area is not true at all and not logical here in Los Angeles. If they believe it then they should build a development with NO PARKING ANYWHERE. I'd agree to that as that would demonstrate their conviction. I want to live here. I don't think that the people at NBC that own Universal that will profit from this live here. I'm sure they wouldn't want to when they are done with it. I like Universal but the traffic here is already at the brink and if someone can invest billions of dollars in buildings then they also should be held accountable for infrastructure improvements as well.

I have lived in Los Angeles my whole life. I have defended L.A's infamously awful reputation about traffic. I have supported all development projects that benefit the city. How is this justifiably beneficial to the citizens of Los Angeles? Has anyone thought about the true cost in productivity? This project will cost millions of tax-paying motorists many waking hours. There is a real cost here that NBC/Universal is not paying. I certainly understand why they want to do this and how they benefit. Under these cdircumstances, however, this should not be permitted.

Would NBC/Universal like to pay for a new freeway connection between the 101 and the 134? Maybe then I would listen.

Please consider what is best for the majority of the Los Angeles residents and taxpayers before allowing this development to proceed. Do we not live in a Democracy anymore? Are corporate goals to benefit a few more important than the people of Los Angeles?

Sincerely,
Judith Gelles Cohen

From: Melanie Contreras <trabecca@sbcglobal.net>
To: <Jon.Foreman@lacity.org>
Date: 8/21/2007 7:54 AM
Subject: Fwd: MTA Development at Lankershim Blvd & Cahuenga Blvd

Jon.Foreman@lacity.org

To the members of the Environmental Board:

From:
Fredonia Drive Home Owners:

Ernie and Melanie Contreras
3700 Fredonia Drive
Los Angeles, CA 90068
Trabecca@sbcglobal.net

The following input is from yet other homeowners who live on Fredonia Drive in Los Angeles, California. Fredonia is four-block street starts at Lankershim Blvd., and ends at Cahuenga West at the Nissan dealership.

CURRENT RESIDENTIAL/RETAIL/OFFICE DEVELOPMENTS include the recently completed apartment complex on Lankershim Blvd. at Valleyheart Dr., the Hanna-Barbera renovation & the new development that was the former home to the Braille Institute on Cahuenga West. The current traffic and parking are already problematic and these businesses have yet to open.

The neighborhood is already impacted from visitors to the Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. Adding additional retail, hotel, homes and an expanded theme park will create a logistic nightmare.

Here are some of the issues and impact we believe will result from the three large developments surrounding our neighborhood.

AESTHETICS: The high-rises and/or roof tops will replace the visibility of nature, and the mountains.

AIR QUALITY: Increased vehicles will impact the smog levels to those of us who work and/or reside in this area.

BIOLOGICAL RESOURCES: It is now fact that increased density (population, autos and structures) cause "urban heat island" effect. As per an article in "Newsweek" (November 23, 1998) case studies were cited in Salt Lake City, as well as other areas, showing the negative impact. It can increase temperatures, smog, air conditioner use, toxic components in the air, asthma, etc. It creates its own "ozone" layer, and as such is very unhealthful and eco-unfriendly. The Akbari research group (cited in this article) went on to state that if 5% of L.A.'s area were to be planted with trees (approx. 10 million) and lighter-colored roofs were substituted for dark, the result could be a 10% decrease of ozone levels for L.A.

CRIME: Graffiti, vandalism, theft and physical violence have grown substantially with the growth of City Walk. The neighborhood has been impacted by roving bands driving through the neighborhood at high speeds smashing parked cars and stealing landscaping.

CULTURAL RESOURCES: The proposed development by the MTA will negatively impact the Campo de Cahuenga historical landmark.

HAZARDS: Already the roads of the Hollywood Hills are increasingly being used as alternate commute routes from "over the hill". The pedestrians are forced to share the streets with autos because there are no sidewalks; furthermore, parking is allowed only on one side in selected areas because of the minimal street width. Add to the "recipe" that they are in heavy disrepair, never cleaned, and more populated with commuters who ignore all stop signs, speed indicators, etc. With this increased development, it is only a matter of time that someone will be seriously hurt or killed on Fredonia Drive, or Wrightwood, or any of the other routes to Mulholland.

LAND USE: Why are we adding more concrete jungles to our neighborhood instead of more green public not commercial space.

NOISE: The noise has been steadily increasing. The outdoor entertainment at City Walk is a noise nuisance as well as the fireworks from Universal Studios. The added population these developments will bring will increase an existing problem. Recently media's helicopters make a daily and nightly visit as well as planes flying advertisements over Universal Studios.

POPULATION & HOUSING: The concept of "working in the area in which you live" does not decrease the amount of traffic or impact to the surrounding neighborhoods. Our experience has been that people in work in the area will chose to park on Fredonia and walk down to Cahuenga Blvd versus paying for parking in the building the work in. Today there is not enough parking on Fredonia for its existing residence. Because our area is zoned multi-housing many small lots are being purchased by developers to build more condos and apartment houses in place of small single family homes.

RECREATION: There is very little space for our neighbors to go and enjoy the outdoors. There needs to be some plans for open park areas. If we have to travel all the way over to Griffith Park we will add to more congestion and polution.

TRAFFIC: It is our understanding that widen Lankershirm or Cahuenga Blvd is not possible. These streets are becoming part of the 101 during the rush hour traffic. Traffic is at a standstill before and after the events at the following venues; Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. Road rage is a common occurrence with people speeding through our small narrow street trying to snake their way up to Mulholland. We had one home owner have a car crash through a guard rail in front of her house after losing control by going too fast on a turn. If that guard rail was not there it would have crashed through her home. Several neighbors have had near misses with speeding cars as they walked with a neighbor or their pet. The stop sign at Fredonia and Wrightwood is being ignored with cars blasting through a three way intersection.

HELP US DO NOT IGNORE US: In the first meeting with the public the maps did not even have Fredonia Drive on the map. It had Lankershirm Blvd becoming a dead-end at the intersection of Lankershirm and Cahuenga. Please do not ignore the impact that these three huge developments will do to our neighborhood. We have heard in the past from city officials when we have brought up issues that a developer should not be punished for issues that are already a problem. That it is their right to build on their property as long as it is to code. These developers are not living with the impact they build these multiple units, sell them and take their money and run. The developers of these three proposed developments will not be living on Fredonia Drive. They will not have to deal with the traffic, noise, pollution and poor quality of life. People come into our area and impact us everytime they visit City Walk, the Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. They do not have to live in the impact zone they come to party and play at our expense.

Fredonia Neighborhood Watch Blog http://www.lostdetails.typepad.com/fredoniawatch/

From: <LEAHLC4@aol.com>
To: <jon.foreman@lacity.org>
CC: <councilmember.labonge@lacity.org>, <zev@bos.lacounty.gov>, <mayor@lacit...
Date: 8/16/2007 4:57 PM
Subject: Input From Universal Vision Scoping Meeting
Attachments: InputStatementscopingmeeting.doc

Dear Mr. Foreman,

Please download the attached Word Document which contains my comments following the Universal Vision Scoping Meeting of August 1, 2007.

I am also sending a hard copy to your office by regular mail.

Thank you and best wishes,

Leah Creed
3452 Troy Dr.
Los Angeles, CA 90068
323-850-0621

********** Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

CASE#: ENV 2007-0254-EIR

DATE: 08/16/07 – Input following the August 1, 2007 public scoping meeting.

NAME: Leah Creed
ADDRESS: 3452 Troy Drive, Hollywood CA 90068
PHONE: 323-850-0621

Dear Mr. Foreman:

As a resident of the Hollywood Manor for more than 30 years, my immediate response is total and complete opposition to the proposed project. If the project is allowed to go forward to completion it will forever change and impact the surrounding communities to the detriment of all of its current occupants. The scope of the proposed project is overwhelmingly massive. It will create unimaginable daily chaos for the people who live in, or work, or visit, or pass though the surrounding community, and nearby communities because of its sheer populous density. Neither the City nor the County of Los Angeles should be allowed to become pockets of densities matching the levels of several small Manhattans. We are not geographically nor technologically equipped to handle the kind of volume that will be created by NBC Universal. This is especially true if one considers it in combination with the MTA project proposal from NBC Universal, and with all of the other projects from similar developers in the San Fernando Valley and in the Downtown, Hollywood and Westside areas. Our present infrastructure is completely inadequate for servicing the proposed masses.

The following issues are concerns that I have as they relate to the proposed project and/or the site plan furnished by NBC Universal at the Scoping Meeting:

I am opposed to granting the Project Applicant's request for modification to the City and County jurisdictional boundaries through their Petition for Reorganization application with LAFCO for the following reasons:

- The possibility of corruption (or further corruption) of the Mayor of Los Angeles and the Los Angeles City Council members, and City Departments and Agencies personnel is of great concern to me. The future of Los Angeles should not be for sale.

- The enormous burden the project will place upon City resources such as LAPD, LAFD and Paramedics, the Department of Building and Safety, DWP, DOT, Street Services, Hazardous Waste, Recyclable Waste, Sanitation and Wastewater, Storm Drains, and Solid Waste (even if private my concern is overflowing landfills from grading and construction and from the population of the completed project).

If the deletion of an on-site "East-West Road" is a road that would run from Forest Lawn Dr. at Barham Blvd through Universal to Lankershim Blvd., then I am opposed to its deletion from the General or Specific Plan. There should be another east-west route rather than just the one existing Cahuenga Blvd. which is already congested. This issue should be addressed in the EIR.

It is not clear if the proposed four lane road that runs north-south parallel to Barham Blvd. in the Universal Village plan will be open for use by the general public. The general public should be able to use the proposed road, but if the road is for public use, then it is not adequate to mitigate north and south bound traffic after completion of the proposed project. It may be necessary to make the proposed road at least eight lanes. Also, the proposed road should not be connected either directly or indirectly to Blair Dr. or any other street in the area known as the Hollywood Manor unless it is gated with 24 hour security personnel and then it should be of use to the residents of the Hollywood Manor. The EIR should address this issue

Another concern of mine is Air Quality as it relates to the increased traffic flow. There is already an ever increasing amount of black colored particulates that are evident at and in my home. These oily particulates are coming from Barham Blvd. and they are noticeable on the exterior of my house. The only way to remove the buildup of these particulates is for me to have my entire exterior power washed on an annual basis. I have to hose off my balconies and exterior frontage every week and all I see is black water running off. I do that to prevent tracking more black particles into the interior of my house. When I clean my exterior windows, and interior flooring and carpeting, the wash water is black from these particulates. I have lived here for thirty years and I have observed that the air quality and black particulates started about five years ago and that it keeps getting increasingly worse as time goes by and as traffic gets heavier and heavier on Barham Blvd. The EIR should address this issue.

The EIR should address the possibility of earth vibrations and sound vibrations that could impact adjacent communities during Universals' excavating and earthmoving. I felt and heard such vibrations during Universal's previous expansion.

The EIR does not address the issue of wildlife and the affect the construction of the proposed project will have on the existing area wildlife. Past expansions at Universal caused wildlife to flee the area. The site plan/proposed project does not make mention of any type of "green" building. I believe that all new construction projects should be mandated to be built as green as possible, especially projects of this scope and size.

Another factor is that may not be addressed in the EIR is the weather. When Universal changes the topography of its mountain, it causes changes to the wind direction and air flow. That is exactly what happened when Universal completed its last major expansion. Before the grading/earthmoving for that project we enjoyed constant circular winds that kept the temperature cooler, enabling us to use a lot less air conditioning, and take advantage of the then fresh outside air. What effect will the earthmoving have on our weather?

There is one other issue of concern, and that is the fact that we have only one local hospital, that being Providence Saint Joseph Hospital. Its emergency waiting area has become increasingly busy to the point of at times, a four hour wait for patients with true emergencies and its trauma center vanished years ago. Even though the hospital has been and is expanding its grounds and services, I still have to worry about how the hospital will be able to accommodate thousands upon thousands more new residents, new workers, and visitors who will be in need of the hospital's services when the proposed project is completed. The EIR should address this issue.

What about our schools? What impact will the additional residences at Universal Village have on our school district and our overcrowded classrooms? The EIR should address this issue.

The greatest and most obvious concern of all is the future traffic conditions if the project goes forward to construction and to completion. We are already in gridlock conditions on Barham Blvd., Lankershim Blvd., Cahuenga Blvd, and both the Hollywood and Ventura Freeways. This traffic gridlock extends to Olive, Pass and Riverside Dr. and also to Vineland Ave. and Ventura Blvd. and Highland. What will NBC Universal do to resolve the increase in traffic caused by their completed project, and also address the effects on traffic during construction? How will their mitigation affect the expected growth in cars and traffic flow? How will emergency service vehicles such as police cars, fire trucks, paramedic units, and ambulances be able to traverse the gridlocked roads?

The danger of fire and security risks to Universal Village and to its adjacent communities could be heightened due to the use of the foot trails detailed in the Vision Plan. The EIR should address this issue.

Some ways the City of Los Angeles and/or NBC Universal could help to ease the current and future traffic conditions around the area could be:

- The existing road from the Lankershim Blvd. entrance/exit through the lot, to the Universal Studios Blvd. entrance/exit at Cahuenga could be opened for public use.

- Traffic Sensors on all traffic lights, present and future, on Ventura Blvd./ Cahuenga from Vineland Ave. to Hollywood Blvd., on Barham Blvd. from Cahuenga to Riverside Dr., on Lankershim from Riverside Dr. to Ventura Blvd., and on Olive from Alameda to Pass Ave. If possible, all traffic lights should be synchronized.

- Put a barrier (curb, embedded cones, etc.) between the right-turn-only lane and the right traffic lane on northbound Barham at Lakeside Plaza Dr. to prevent its use as an illegal passing lane. Also, place a no-right-on-red from Lakeside Plaza Dr. to northbound Barham and install a red-light camera to catch cheaters.

- Provide an additional traffic lane on southbound Barham from Blair Dr. for right turns only onto the entrance to the 101 North and Buddy Holly Dr. The lane should also have a barrier between it and the next right hand lane.

- There is also a need for additional traffic lights with left turn lanes and arrows at Barham at Blair Dr. and on Barham at Craig Dr. Also, there should be a barrier to prevent northbound traffic on Barham from turning left (just before the light) into the liquor store that is located at the corner of DeWitt and Barham.

In closing, I must say that it seems that there are no elements included in the proposed Universal Vision Plan that would serve to enhance the communities around Universal Studios. They only seem to care about enriching themselves at our expense and to our detriment. They have been dishonest, disingenuous, tricky, selfish, and greedy in the past, and I do not expect them to be any different now or in the future.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Brett Crutcher <bcrutcher@socal.rr.com>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:18 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

Brett Crutcher
Encino

PS: Increasing tax revenues for the city of Los Angeles will certainly help to maintain, and hopefully improve, those citywide services critical to the welfare of our communities. It is with this thought in mind that I support the Universal City Vision Plan.

Proposed Universal expansion

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AUG 13 2007
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COMMUNITY PLANNING BUREAU

8-1-07

Jon Foreman,

I am concerned about the proposed expansion of Universal studios.

The Barham corridor is often over congested and it takes just one incident to completely close all access out or into our residential neighborhood.

I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME Mark Daniels ✓

Date 8/1/07

Address 3417 LA SOMBRA DR.
LA, CA 90068

From: "antiqphoto" <antiqphoto@earthlink.net>
To: <Jon.Foreman@lacity.org>
Date: 7/11/2007 1:28 PM
Subject: MCA & MTA Projects on Lankershim Blvd. and Universal City

Mr. Jon Foreman,
City Planner/Project Coordinator
Department of City Planning
Sir:

We are now faced with yet another development proposed by MCA Universal for the develpoment of 2.2 million square feet of commercial space, plus a 500 room hotel and 2,937 multi-family residential units. All this to be in construction at the same time as the 1.4 million square feet of office space on Lankershim Blvd.

After the hypocrisy of the last Scoping meeting held on June 25th, where there was no representatives in attendance from the MTA and the representatives from the developers, Thomas Properties Group, who refused to answer any questions put to them, we are now being asked to attend another scoping meeting for this latest project that is proposed as the "Universal City Vision Plan". We the residents of the area are expected to put up with the noise, pollution and horrendous traffic, so that big business can develop anything they like because they have the money, lobbyists and control of the area. Universal City does not pay one cent in business tax to Los Angeles as they have a 'special arrangement'. So does this mean that those who will eventually occupy the 3.6 million square feet of commercial and office space will not pay one cent to the City in Business Taxes?

The planned development of the MTA Universal City site by Thomas Properties Group at 3875 N. Lankershim Blvd., is not in the interests of those that currently live and work in the area. The 3.6 million square feet of added office space will add to the already hideous traffic congestion along Ventura Blvd and the 101 freeway. The noise and air pollution generated by the extra traffic will make the area uninhabitable to the residents of the east end of the Valley and Toluca Lake. The carbon monoxide from slow, creeping traffic will add to 'Global Warming'. The accompanying respitory problems with residents in the area will grow exponentially.

During the years that the construction will take, the noise, pollution and disruption will further exacerbate the problems that the City, County and State have had, with trying to control the traffic in and around the Universal MCA Studios.

As a resident of the area for more than 20 years, living on Willow Crest Ave, south of Ventura Blvd, approximately 600 yards from this development, I am familiar with the noise, dirt and pollution that was caused by the construction of the MTA Universal City line. The noise currently from the 101 Ventura Freeway is unbearable, it is impossible to sit outside in my backyard and we have to keep our windows closed to sleep at night. A sound wall would help but because we are on a small street with only 9 houses, this is not considered a problem to the authorities. To add tens of thousands of cars to Ventura Blvd and the 101 freeway will only make things much worse. Our street has been plowed up by large trucks that took the wrong turning during the construction of the MTA Universal City station, only to find that they were on a dead-end street. The street has been

patched but never repaired and the result is that a large section of the road has 8 inch deep furrows. I invite you to take a look.

Office vacancy rates in the San Fernando Valley are 15.3%, it took 12+ years to lease the MCA Universal Tower (formerly built for the headquarters of Getty Oil), we do not need two new tower blocks on Lankershim Blvd, a 34 story tower and a 24 story tower. This is a complete over-development of the area. This adds nothing to the quality of life in Southern California, this only makes the developers richer and gives the MTA more money to spend on more vehicles on the freeways, further adding to the congestion in a City, that is already suffering under the strain of too many vehicles.

The City of Los Angeles Planning Commission is allowing these two projects to move forward when they should have been scaled down to within reasonable size limits. Ventura Blvd has height restrictions, but Lankershim Blvd does not. We residents have to fight pollution, unbearable traffic and noise that continues around the clock. These oversized projects harm our way of life and hurt us in our property values. Please help to put a stop to both of these projects before they make our lives unbearable.

Thank you

Anthony Davis
3766 Willow Crest Ave
Studio City, CA 91604
818 762 3540

This mailbox protected from junk email by MailFrontier Desktop
from MailFrontier, Inc. http://info.mailfrontier.com

Proposed Universal expansion

8-1-07

Jon Foreman,

I am concerned about the proposed expansion of Universal studios.

The Barham corridor is often over congested and it takes just one incident to completely close all access out or into our residential neighborhood.

I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME WADE DAVIS

Date 8-1-07

Address 3351 Primera Ave #6
LA Calif. 90027

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Jan 09 02 03:54a WADE DAVIS @ CONSTANTINE 323-665-7903 p.1

August 14, 2007

Mr. Jon Foreman, City Planner/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
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AUG 20 2007
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Dear Mr. Foreman,

I was directed by NBC Universal to direct any public comments regarding their proposed Universal City Vision Plan to your attention. My name is Robert DeLapp, and I live at 3270 Primera Place; a residential area adjacent to Universal more commonly known as the Hollywood Knolls. My wife and I have lived here for approximately 10 years, and obviously have a tremendous personal stake in what happens with this project.

What first attracted us to this area, was despite it's proximity to major intersections and the freeway, the neighborhood itself was quite peaceful and lovely.
Although Citywalk lurked nearby us, it was still a nuisance we felt we could live with. The neighbors and neighborhood committees all warned us about what a "monster" Universal could be, but it seemed that every behemoth plan they came up with to date had been met with equal resistance. It now appears as though this tenuous standoff is slated to change dramatically, and Universal is once again making a tremendous push to change the area irrevocably and profoundly.

I went to the public meeting on August 1, 2007 at Universal City to see for myself exactly what they had in mind for our neighborhood. I was thoroughly unimpressed with their plan, horrified by it's scale, and dumbfounded by the absolute ignorance of the people in charge of explaining this "vision plan". Every single booth I visited, and every individual I spoke with, was nothing more then a paid propaganda machine for Universal designed to push this monstrosity on an unsuspecting public. When I asked specific questions, on specific issues, I was always given the same vague responses in differing semantics. I kept hearing "We're looking into that"; "That's something we're checking on", and "We're exploring those avenues". It is my firm belief after attending that presentation, that Universal really has no grasp of what their doing, could truly not care less about it's impact on the adjoining neighborhoods, and will do whatever they need to force this project into existence.

There are a myriad of very serious issues, and very real questions concerning this "Vision Plan". The traffic going up and down Barham, not to mention the adjoining streets; no freeway connection between the 101 North and 134 East; the overwhelming of all public utilities, schools, services, etc.; the adverse financials to homeowners of having **three thousand** low quality/high density apartments/condos plopped down in the neighborhood; the destruction and grading of whatever greenbelt and openspace currently exists; and the list goes on and on. None of these questions are being addressed by Universal in any real, meaningful, or timely manner whatsoever.

The approvals, adoptions, removals, and zoning changes that Universal is asking for are absolutely outrageous and patently offensive. These changes would bring absolutely nothing to the neighborhood but noise, chaos, congestion, and a complete degradation of the quality of life we all currently enjoy now. The fact that Universal needs all of these specific and non-specific changes is proof enough of how ridiculous this abomination is.

I realize that Universal is running a business, and this is their land, and there's a housing shortage in LA, and blah, blah, blah; but this project is so completely out of scale to the area, so unilaterally hated by the neighborhood (not to mention Tom LaBonge who represents our neighborhood), and such a personal affront to one's sense of community, that you cannot in good conscience let this Armageddon take place. In my opinion, the only issues that are driving this through as far as Universal is concerned are an incredible sense of corporate greed, arrogance, and stupidity, fueled by the destructive hubris only a multibillion dollar company can have.

I urge you to see through the deceptive smokescreen of glossy charts and high priced consultants, beyond the intimidation factor of Universal's formidable attorneys, and see this "Vision Plan" for the developmental monstrosity and death knell to our neighborhood that this truly is.

Thank you for your time and consideration. Please feel free to contact me with any questions at rdelapp@pacbell.net or I may be reached at (323) 851-4506.

Respectfully,

Robert DeLapp

August 3, 2007

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Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Vision Plan – ENV 2007-0254-EIR

Dear Mr. Forman,

My name is Newt Bellis and my partner, Conrad Denke, and I own Victory Studios - Post Solutions in Toluca Lake, near the field office of Councilmember Tom LaBonge. Victory Studios - Post Solutions is located at 10200 Riverside Drive in Toluca Lake. Mr. Denke and I have been in the Production and Post Production business for many years in the Los Angeles market and we have been partners in the motion picture post production business, here in Toluca Lake, for the past five years. www.VictoryStudiosLA.com.

We are very excited about the Universal City Vision Plan. As neighbors, we can see the benefit to our area as well as the Valley and all of Los Angeles. The Universal City Vision plan that has been assembled incorporates all of the elements to add great value to Hollywood, Universal City, Toluca Lake, Burbank and the rest of the San Fernando Valley.

Victory Studios – Post Solutions counts NBC/Universal not only as a neighbor but as one of our valued clients. We are particularly interested in the plans provision for the additional housing in our area. We draw many clients from Beverly Hills and Hollywood and we believe that the housing development the Vision Plan calls for will attract many people who depend on the entertainment business for their livelihood.

We wish them well as they move forward and all of us are counting on your endorsement of the Universal City Vision Plan.

Respectfully,

Conrad Denke, CEO

Newt Bellis, President / COO

10200 RIVERSIDE DRIVE, SUITE 200 • TOLUCA LAKE, CA 91602
818.760.1201 • Fax: 818.760.1280 • www.postsolutions.com

Roger Di Fiore
3908 Berry Drive
Studio City, CA
91604-3861

Aug. 15, 2007

Jon Foreman, Project Coordinator
City of Los Angeles Planning Dept.
200 N. Spring Street, Rm. 601
Los Angeles, CA 90012

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CITY PLANNING
COMMUNITY PLANNING BUREAU

RE: Universal City Vision Plan

Dear Mr. Foreman,

I am writing regarding the proposed development at Universal City to ask that the Planning Department consider the potential benefits of the project as it prepares an environmental impact report.

Specifically, I am encouraged that the major traffic infrastructure improvements will actually help to reduce congestion as the project is built out. The road, freeway, and intersection upgrades should alleviate existing congestion. Also, the emphasis on the linkage to mass transit, specifically the Metro red line, should take more of Universal City workers and visitors out of their cars in the future.

This appears to be an important part of maintaining the economic competitiveness of the movie and entertainment business and it should provide additional jobs and an economic boost for the city.

Sincerely,

Roger Di Fiore

Cc: Supervisor Zev Yaroslavsky
Councilman Tom LaBonge

3908 Berry Drive • Studio City, CA 91604-3861
Phone 818-985-0898

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: John Digilio <johndigilio@hotmail.com>
To: <jon.foreman@lacity.org>
Date: 8/16/2007 7:32 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

John Digilio
North Hollywood

PS:

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: John Digilio <johndigilio@hotmail.com>
To: <jon.foreman@lacity.org>
Date: 8/13/2007 11:36 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

John Digilio
North Hollywood

PS:

From: <ADrooker@aol.com>
To: <jon.foreman@lacity.org>
Date: 7/17/2007 8:15 PM
Subject: Universal Vision Plan EIR

Mr. Foreman:

As a longtiime resident in the Hollywood Manor above Universal Studios, I want to lend my voice to those who have already expressed deep concern if not outright opposition to the Universal Vision Plan as it now stands.

It is crucial that an approved plan effectively deals with the increased traffic and congestion to the area. Already Barham Blvd. experiences day long traffic and would only get worse under the current plan. It is imperative that new roadways divert traffic away from Barham. In addition, any reduction in parking spaces at the Universal Metro station in order make way for new construction would hurt efforts to encourage people to use mass transit.

If Universal owns property they should have the right to develop it, but please, please make sure it's done in a sane, responsible and considerate way.

Thank you.

Sincerely,

Arthur Drooker

****

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CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: JANICE EATON
ADDRESS: 10432 VALLEY SPRING LN, TOLUCA LAKE, CA 91602 ✓
PHONE: 818-985-3444

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☒ ✓Aesthetics
- ☐ Agricultural Resources
- ☒ ✓Air Quality
- ☐ ✓Biological Resources
- ☒ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☒ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☒ ✓Land Use & Planning
- ☐ Mineral Resources
- ** ☒ ✓Noise
- ☒ ✓Population & Housing
- ☒ ✓Public Services
- ☐ ✓Recreation
- ** ☒ ✓Transportation/ Circulation
- ☒ ✓Utilities

INPUT: THE CURRENT ROUTE/USE OF THIS PROJECT WORKS LIKE LAS VEGAS WHICH IS COMPLETELY OUT OF CHARACTER FOR THIS AREA BESIDES THE TOTAL OVERUSE OF ELECTRIC WITH NEON SIGNS, ETC. THIS PROJECT SHOWS LITTLE, IF ANY REGARD FOR THE CONGESTION IN AN ALREADY OVERCROWDED AREA WITH NO SOLUTION TO CURRENT TRAFFIC PROBLEMS. A VERY SMALL PERCENTAGE OF CURRENT EMPLOYEES OF UNIVERSAL USE PUBLIC TRANSPORTATION AND THOSE WHO WILL BE USING THE ADDITIONAL BUILDINGS WILL MOST LIKELY NOT HAVE JOBS THAT WILL ALLOW THEM TO USE PUBLIC TRANSPORTATION AND WILL NOT LIKELY WANT TO USE IT THAT WILL ALLOW THOUSANDS MORE VEHICLES TO GRIDLOCK THE ENTIRE AREA AND FREEWAYS & CAUSE AN UNFATHOMABLE AMOUNT OF POLLUTION.
THE NOISE ISSUES HAVE NOT BEEN ADDRESSED FOR CURRENT COMPLAINTS AND THERE IS NO REASON TO BELIEVE ANY NEW NOISE ISSUES WILL BE SOLVED. NOISE FROM UNIVERSAL BUILDINGS & ATTRACTIONS WILL ONLY WORSEN WITH THIS PROJECT DURING AND AFTER CONSTRUCTION.
THIS PROJECT SHOULD BE INCLUDED IN THE EIR FOR THE MTA SITE OR IT WILL NOT BE A VALID EIR.

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: DOUG EISENRICH ✓
ADDRESS: 3319 CHARLESTON WAY
PHONE: 323 851 3319

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
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- ☐ ✓Land Use & Planning
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- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: Reduce Traffic
Too many buildings
and too much increase
in population

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CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: SIGRID EISENRICH

ADDRESS: 3319 CHARLESTON WAY

PHONE: 323. 851. 3319

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

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- ☒ ✓Noise
- ☒ ✓Population & Housing
- ☒ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

The noise is constant
We are over populated.

Traffic is a nightmare now - Do you plan to add to it??
no water in case of fire.

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CITY PLANNING
COMMUNITY PLANNING BUREAU

From: Connie Elliot <biffconnie@earthlink.net>
To: <Jon.Foreman@lacity.org>
Date: 8/19/2007 9:46 AM
Subject: Address

I sent off the previous email in a hurry as, strangely enough, considering my comments on internet, my computer was threatening to disengage from the internet. I didn't attach my address to it:

Connie Elliot
4061 Cartwright Ave.
Studio City, CA 91604

818-760-0926

From: Connie Elliot <biffconnie@earthlink.net>
To: <Jon.Foreman@lacity.org>
Date: 8/19/2007 9:42 AM
Subject: ENV 2007-0254 EIR

Universal Vision Plan: a plan without much vision:

You have probably gotten more than one comment letter with the above sentiment.

Traffic: This project only adds traffic to the already congested area surrounding it without really proposing any way to get the traffic off the lot without causing the traffic flow to come to a dead stop.

Community: There is nothing added that would enhance the surrounding community. The plans are vague for supporting services for even the residents of their proposed residential units. They will be clogging the already congested streets to get to schools, doctors, pharmacies, etc. I can't find a parking place in Toluca Lake as it is when I go to the post office, for instance. I won't even be able to get there after the proposed project is built to its capacity. Since you are studying both of NBC/Universal's projects together, I'm sure you can see the problem. Down sizing seems to be the only logical answer.

They plan on cutting down an enormous number of trees. Air quality is already bad in the San Fernando Valley. They should be required to replace the trees with trees of equal or greater maturity.

Utilities: I live in the city of Los Angeles and yet am told by AT&T that I "live too far from the switching station" so will probably never get my DSL internet at full speed. As it is, it seems that Universal uses up the existing services. Please make sure more than enough utility services (phone ,electrical,etc.) are added to support what you allow them to build in advance of the construction. Do please investigate this.

Thank you for your dedication to your job and willingness to help us focus on the future of our neighborhoods.

From: <EFerry1@aol.com>
To: <jon.foreman@lacity.org>
Date: 7/26/2007 5:14 PM
Subject: Universal Studios Project

I live in Beachwood Canyon and use the Hollywood Freeway and Barham Boulevard to get into the San Fernando Valley. At certain times of day, the traffic on those two thoroughfares is already horribly congested. The thought of adding thousands of vehicles to those overburdened routes is just plain crazy. Please do not let big business talk the city into allowing Universal to expand beyond what that narrow canyon is capable of handling.

no address/name
ALL. 8.14.07

****
Get a sneak peek of the all-new AOL at
http://discover.aol.com/memed/aolcom30tour

From: john frenzel <jffrenzel@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 7/19/2007 8:24 AM
Subject: NBC Universal Expansion Plans

Dear Jon,

I live in the Hollywood Knolls neighborhood adjacent to the Universal property. Currently all we get from Universal is TRAFFIC-TRAFFIC-TRAFFIC plus NOISE-NOISE-NOISE.

Please DO NOT allow them to expand and make an already bad situation even worse.

Sincerely,
John Frenzel 3375 N Knoll Dr, LA, CA 90068

John F. Frenzel
JFfrenzel@yahoo.com

Luggage? GPS? Comic books?
Check out fitting gifts for grads at Yahoo! Search.

From: Louise Frogley <louisefrogley@earthlink.net>
To: <jon.foreman@lacity.org>
CC: <Renee.weitzer@lacity.org>
Date: 8/17/2007 12:57 PM
Subject: Universal City Vision Plan

Dear Mr Foreman,

I object to the sheer scale of the Universal plan. The infrastucture in the neighbourhood is weak at best. Last year I was without electricity for two weeks due to the inadequate infrastructure.

The neighbourhood cannot support the huge increase in traffic that will be the result of such a massive influx of new residents, not to mention the disruption during the contruction phase. This neighbourhood is very old and established and not suitable for the huge amount of dwellings and businesses proposed.

I and my neighbours are totally against this for profit only type of project.

Sincerely, Louise Frogley

From: Louise Frogley <louisefrogley@earthlink.net>
To: <jon.foreman@lacity.org>
CC: <hollywoodknolls@yahoo.com>
Date: 7/11/2007 12:44 PM
Subject: Universal City Vision Plan

I object strongly to the proposed development at Universal. The project is too huge and the traffic too great for the proposed neighbourhood. Louise Frogley

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: ANN GALLAGHER ✓
ADDRESS: 2981 LAKERIDGE DR
PHONE: 323 851-3838

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
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- ☐ ✓Land Use & Planning
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- ☐ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

schools - - - - -

INPUT:

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Population Density is a concern.

At rush hour, Barham is already choked with traffic

Universal should set aside some land for a school site. Has anyone made a study to see how the new residents are going to impact the schools

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: JANENE GAREY ✓

ADDRESS: 3347 Floyd Terrace, Hollywood, CA 90068

PHONE: 323.851.5900

☑ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
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- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☑ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☑ ✓Utilities

INPUT: We want to make sure that any & all traffic mitigation is completed before any projects start.. I am also very concerned about the environmental impact & the impact on the community surrounding the proposed sites!

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COMMUNITY PLANNING BUREAU

From: <jgibson@princesscruises.com>
To: <jon.foreman@lacity.org>
Date: 7/18/2007 10:57 AM
Subject: Universal Studios

Dear Mr. Foreman -

I look forward to the opportunity to learn more details about the planned development on Universal Studios' property, which is adjacent to my neighborhood - Hollywood Manor. My first and foremost concern is the real likelihood that the traffic situation will worsen from an already bad situation. It is my sincere hope that the city takes steps to ensure adequate parking requirements are mandated and there are alternative routes to Barham Blvd, which is already extremely congested. Also, I would request that the city use this opportunity to improve the sidewalks along Barham Blvd. As you are likely aware, the sidewalks are not paved along the entire stretch of Barham Blvd. There is a significant gap where pedestrians are compelled to go into the busy street if they wish to walk down to Forest Lawn. The sidewalks should be expanded and upgraded to make them wider and safer for people who would rather walk than drive. Similarly, I would request that the city seriously consider placement of sidewalks and a bicycle path along the edge of Hollywood Knolls alongside Cuhenga that stretch all the way to the Henry Ford theater. This would allow people who wish to take alternative transportation to downtown Hollywood to do so without serious risk of injury or death. Currently, you may be aware that there are stretches along Cuhenga without any sidewalks and I frequently see pedestrians walking on the road at great risk to their health as the traffic in this area can be heavy. Finally, I request that the city take advantage of the development to insist that the surrounding areas be improved with improved paving and street conditions and more attractive landscaping. It is my opinion that this part of the City of Los Angeles is seriously neglected and does not receive an adequate amount of resources compared to revenue collected. I hope that this development will bring focus and resources to the area that will mitigate the negative aspects of such a large development.

Best regards,

James H. Gibson, Ph.D., M.P.H.
3420 Troy Drive, Los Angeles, CA 90068

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

DATE: August 1, 2007

NAME: Sandra Gilmed
ADDRESS: 3490 N. Knoll Dr.
PHONE: 323 857 8691

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

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- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: No new building of any kind until a traffic mitigation is put into effect for the current traffic gridlock.

It's criminal to add to what we already have.

Sandra Gilmed

also what is our current water needs and how much more water for landscaping and living will be needed?

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AUG 20 2007
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COMMUNITY PLANNING BUREAU

From: "Rick Gombar" <Rick@gombarinsurance.com>
To: <jon.foreman@lacity.org>
CC: <Renee.weitzer@lacity.org>
Date: 8/20/2007 3:40 PM
Subject: Scooping Meeting - NBC Universal; Case # ENV2007-0254-EIR

Mr. Jon Foreman
City Planner / Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

I have been a resident of the Hollywood Manor since 1978. My home sits on the ridge side of Blair Drive and directly overlooks the back lot of Universal. Over the years, I have been a Board Member of the HKCC and have chaired various committees including the Monitoring Committee which interfaces directly with Universal as to the negative impacts of their business operations. Additionally, I was very involved and provided testimony to the Board of Supervisors as to our displeasure of the existing CUP.

That said, let me first and foremost formally state that I am appalled that the existing CUP was ever passed. I say this for the following reasons:
1. Our neighborhood negotiated with the City/County in good faith and were assured the new CUP would protect the integrity of our neighborhood.
2. While our neighborhood fought the good fight to limit the use of the Universal Project, Universal nonetheless prevailed.
3. The City/County provided for a Monitoring Committee in the new CUP. This Committee was empowered to contact directly both the City and/or County if and when Universals' business operations conflicted with the legal entitlement of quite enjoyment we are entitled to as homeowners.
4. Over the years, whenever the Monitoring Committee complained either to Universal and or the City/County regarding night filming that included but was not limited to explosions, gun fire, car crashes, bull horns, jet motors, intrusive lights, and other noise associated with a film production, we were always told that "Universal was operating within their permitted use." On one occasion a representative from Zev Yaroslavsky's office came to my home and personally witnessed this abuse by Universal. Her comment to me, which was documented at the time, was: "They are not allowed to do this." This instance was followed up with numerous telephone calls and a formal letter to Ms. Ginnie Kruger of Supervisor Zev Yaroslavaky's office to see if new could be implemented so as not to interrupt our community as homeowners. No reply was EVER received. Subsequent conversations with Ginny Kruger were also unsuccessful.
5. Additionally, our community negotiated the following limitations in the CUP. (1) There was to be no parking on top of the current parking lot; (2) the parking lot was to be enclosed so that the neighborhood was not negatively impacted by car alarms; (3) there was to be no filming within 500 feet of the residences; (4) the parking lot was to be concealed by trees and other natural cover. However, when the final CUP was approved, these and many other important restrictions mysteriously

disappeared from the conditions.

So, to say I am disappointed and have lost trust with the "process" is an understatement. Moving forward, I have the following comments:

1. Traffic: This is the most important issue. Certainly, no improvements should be permitted without a formal traffic study. Barham, Cahuenga Boulevard, Forrest Lawn Drive and the 101 Freeway going both north and south are already enjoying an "F" or worse rating. Additionally, Barham is a main artery between the Valley and Hollywood/Los Angeles. To allow a project of this size to move forward without proper mitigation for traffic is illegal and cause for a calling for impeachment of the City/County Supervisors who vote in its favor.

2. Aesthetics: It has been widely published that representatives from Universal Studios have visited the homes in the Hollywood Manor that will be impacted by the proposed project. Considering the history of poor representation our community has witnessed from both the City and the County, the surrounding community should have an opportunity to review the final draft BEFORE any permits are issued. Only then will we have an honest opportunity to have a say in this project. In any event, no home should be negatively impacted.

3. Noise and Light: There should be no construction activity before 7:00 A.M. and after 4:00 P.M., Monday through Friday. And there should be no construction activity on Saturday or Sunday. If there is a project, the new structures are to be designed so as to eliminate any negative visual impact including blockage of views currently enjoyed by the community.

Other issues such as air quality, water quality, etc. are issues not familiar to me.

In closing, while there has always been comments by the Public Relations Department of Universal that Universal enjoys a good working relationship with its neighbors, I can testify to the fact that the opposite is true. Therefore, this time around, the various home owners associations are better prepared to battle in good faith and we do not intend to be bullied into accepting a project that will literally ruin our neighborhoods. We are placing our faith in you and your department to properly mitigate ALL of the negative impacts of this 25 year plan before one cubic yard of soiled is moved.

Sincerely,

Rick Gombar
3387 Blair Drive
Los Angeles, CA 90068
323 845-9719

From: "Jason Gonzalez" <jasonpgonzalez@msn.com>
To: <jon.foreman@lacity.org>
Date: 7/11/2007 1:08 PM
Subject: Universal EIR

Mr. Foreman -
I received your July 10, 2007 Notice of Preparation and Notice of Public Scoping Meeting. I write to request that your EIR consider: (1) the traffic effects of the proposal; (2) whether the proposal will have sufficient parks and recreational facilities to serve the planned housing and nearby community; (3) whether the proposal has sufficient commercial enterprises (ie, grocery/convenience stores, dry cleaners, restaurants, etc) that will allow the people in the new residential development to meet their basic needs without having to drive somewhere; and (4) air and other pollution expected to result from all the construction, and particularly how it would affect nearby residences.
Thank you
Jason Gonzalez
(323) 371-6954

---

http://newlivehotmail.com

Jon Foreman - [SUSPECTED SPAM] Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Roberto R Gonzalez <robertorgonzalez2003@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 8/17/2007 9:57 AM
Subject: [SUSPECTED SPAM] Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Roberto R Gonzalez
West Hollywood

PS: it's for the good of all Angelenos! Roberto

Jon Foreman - [SUSPECTED SPAM] Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: "Roberto R. Gonzalez" <robertorgonzalez2003@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 8/14/2007 9:23 AM
Subject: [SUSPECTED SPAM] Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Roberto R. Gonzalez
west Hollywood

PS: This is Good for the City of Los Angeles...

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CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: JASON GREEN
ADDRESS: 3341 TARECO DR. LA 90068
PHONE: 323/969-0681

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
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- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: AIR QUALITY WILL SUFFER WITH ADDITIONAL AUTOS
THE SCOPE OF THE PROJECT IS MUCH TOO LARGE.
NOISE LEVELS WILL INCREASE. WITH 2,937 NEW CONDOS,
A NEW HOTEL (500 ROOMS) & 1.5 MILLION FT² OF BUSINESS
SPACE, HOW WILL TRAFFIC MOVE. THERE IS ALREADY GRIDLOCK
ON BARHAM & CAHUENGA. WHERE WILL PEOPLE PARK IF
THE MTA LOT IS BEING USED FOR NEW CONSTRUCTION?
HOW WILL NEW RESIDENTS AND WORKERS TRAVEL IN THE
AREA? THE ENTIRE SKYLINE OF THE AREA WILL CHANGE
THE PROJECT IS OVERBLOWN & SHOULD NOT BE BUILT. IT
WILL DESTROY THE AREA & INUNDATE IT WITH
AIR & NOISE POLLUTION. THE 101 ADJACENT IS TOTALLY
INADEQUATE TO HANDLE ANY EXCESS TRAFFIC.

8/7/07

Howard Goodwin Harned 3480 Barham Boulevard Los Angeles, California 90068

Department of City Planning
City of Los Angeles
City Hall
200 North Spring Street, Room 601
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

August 8, 2007

RE: ENV-2007-0254-EIR "The Universal City Vision Plan"

Dear Department of City Planning,

I am writing to plead with you to study very carefully the impact that implementation of the "Universal City Vision Plan" would have on traffic conditions in the vicinity immediately surrounding the proposed site.

As a local area resident living on Barham Boulevard for the last 16 years, I can personally attest to the high level of traffic congestion in the neighborhood – especially during the morning and evening "rush hours" (actually "clogged hours"). To me, and to many of my neighbors with whom I've spoken about this matter, it seems clear that implementation of the "Plan" would severely exacerbate this problem.

Out of concern for this issue, I attended the August 1st "Public Scoping Meeting" and spoke extensively with several representatives of the traffic consultling firm which NBC / Universal has hired in connection with the "Plan". My conversations with them and my inspection of the current site proposal's topographic map did little to allay my fear that the local area's pressing traffic problems would be severely exacerbated by the addition of 2,937 new homes and a 500 room hotel to the area. The "Plan's" proposed roadway, currently designed to parallel Barham Boulevard and designed to serve the large number of proposed new homes, appears to me to be very inadequate to mitigate the highly adverse impact to local traffic posed by the "Plan's" implementation.

The addition of such a large number of new homes and hotel rooms to such a mountainous terrain, where severe traffic problems already exist and where there are few options for roadway transportation to serve the new dwellings appears to me to be counter-intuitive. I suspect that this plan would never be proposed by any reputable city planner, but is instead being driven by greed for big profits by NBC / Universal and its corporate parent, General Electric.

Please do not be "railroaded" into recommending approval of this "Plan", which I believe would be highly detrimental not only to local area traffic problems but also to the region by clogging up 101 Freeway entrances / exits in the Cahuenga Pass.

A single road serving all these new homes will also adversely effect Public Services.

Thank you

Howard Goodwin Harned

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: HOWARD GOODWIN HARNED
ADDRESS: 3480 BARHAM BLVD. #205 LOS ANGELES, CA 90068
PHONE: 323.878.0759

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☑ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

PLEASE SEE ENCLOSED LETTER

PLEASE SEE ENCLOSED LETTER

From: Jon Hartmann <jphartmann@sbcglobal.net>
To: Jon Foreman <jon.foreman@lacity.org>
Date: 8/18/2007 10:17 AM
Subject: Universal Project

Jon Hartmann
3471 Troy Drive Los Angeles, CA 90068 323 850 0269

Dear Mr. Foreman

I am writing to voice opposition to the proposed development of the Cahuenga Pass.
The primary argument in favor of new residential growth in the area is that mass transit use will mitigate potential increase in vehicle trips generated by the project.
This argument ignores the reality that rail development will not proceed smoothly, and that the system has been intentionally fragmented. Studies of trips generated by new development show that even with proximity to rail service, people still drove their cars, regardless if there was a train nearby, because the sytem was stopped before a trunk line was built. Wilshire Boulevard was supposed to be a subway.
The level of service offered to the customer is not high enough to attract increases in ridership. Members of the MTA Board have conflicting economic and political interests, and have often voted in opposition to rail development. Progress on getting a completed system is doubtful.
Barham Boulevard does not have the capacity to absorb the increase in trips, and Universal is not going to allow a public street through their property.
Commercial expansion that provides jobs is something the neighborhood can absorb, and it is welcomed. My concern is for the 1,600 cars from residentail development that need to find lane space and the effect that load would have on fire, police, water and education services. We simply lack the infrastructure to handle that level of growth.
Thank you for the opportunity to provide some input, and I welcome a response.

Sincerely,
Jon Hartmann

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CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: HANNA HOESLI (The Hoesli Family)
ADDRESS: 3430 BONNIE HILL DR
PHONE: (323) 461-9066

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

		INPUT:
☒	✓Aesthetics	Present architecture is an eyesore
☐	Agricultural Resources	
☒	✓Air Quality	More cars, more trucks, more people
☐	✓Biological Resources	
☒	✓Cultural Resources	Already a cultural vacuum - duplicates other venues
☐	✓Geology & Soils	
☐	✓Hazards & Hazardous Materials	
☒	✓Hydrology & Water Quality	Pollutes groundwater
☒	✓Land Use & Planning	Use their own land to accomodate traffic instead of the neighborhood
☐	Mineral Resources	
☒	✓Noise	Has only gotten worse and all hours of night
☒	✓Population & Housing	Too dense - too much traffic on existing neighbors
☒	✓Public Services	Lack of schools, parks
☒	✓Recreation	not provided
☒	✓Transportation/ Circulation	Major impact on existing thoroughfares
☒	✓Utilities	Where will you get water for this mega urban?

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AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: HILDA HOESLI
ADDRESS: 3465 BONNIE HILL DR. - L.A., CA 90068
PHONE: (323) 851-476

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

☒ ✓Aesthetics
☒ Agricultural Resources
☒ ✓Air Quality
☒ ✓Biological Resources
☒ ✓Cultural Resources
☒ ✓Geology & Soils
☒ ✓Hazards & Hazardous Materials
☒ ✓Hydrology & Water Quality
☒ ✓Land Use & Planning
☒ Mineral Resources
☒ ✓Noise - LARGE FACTOR
☒ ✓Population & Housing
☒ ✓Public Services
☒ ✓Recreation
ENORMOUS PROBLEM ☒ ✓Transportation/ Circulation
☒ ✓Utilities

INPUT: Parking structures are ugly - an indication of future city
- No more sheep grazing on the open property
- More density of cars, population and buildings reduces air quality
- More population brings more illnesses, thus more deaths
- Cultural resources are dampened by over-population
- Land slides have taken place during extreme rainy seasons
- Terrain of land might be a hazard on a natural spring.
- Groundwater will become contaminated
- Poor layout for the internal and external traffic it creates.
There maybe some mineral resources on the present open land
- Attracting more people, bring more noise at all hours of the night -
- Density brings crime - and a criminal element to the area.
No provision for hospitals, schools and police protection
Nothing provided for the massive 2,937 residential units
For inadequate "internal" circulation and impacts adjoining streets
Such a massive project will impact our present electrical useage with more blackouts, gas availability will become a costly problem and water availability? Do they plan to drill their own water wells to supply their 2,937 residential units with the bare minimum water requirements?

This project is too big and too dense for a site that is restricted by Barham Blvd (east), 101 Freeway and Cahuenga Blvd. (south) Frankenheim Blvd. (west) and the MOAT - Los Angeles River (north - the Los Angeles River is their "built-in protection" against crime on the north side of the property.

Mrs. Hilda Hoesli
3465 Bonnie Hill Drive
Hollywood, CA 90068-1325

July 30, 2007

RECEIVED
CITY OF LOS ANGELES
AUG 06 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Mr. Jon Foreman
L.A. City Planning/Project Coordinator
Dept. of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012

RE: Universal City Vision Plan:
2,900 new homes; 1.6 million square feet of new commercial space in a massive $3-billion Universal City Development

Dear Mr. Foreman,

As a resident since 1963 in the Cahuenga Pass area, we are aware that this new proposal is far larger, more massive, more dense and above all environmentally unfriendly to all the adjacent existing communities, than a former "resort" plan presented by former "officials" of Universal City several years ago.

The street infrastructure nor the traffic patterns in and around the Universal Studios, Soundstages and City Walk have become worse over the years as improvements have not been made to handle the increased motorized traffic in the area, and the residents in the adjacent communities have been impacted.

The population just North of the Los Angeles River to the far Foothills of San Fernando Valley has two "simple" choices to get from their homes to Hollywood and West Hollywood: 1) Travel via Barham Blvd., and or Cahuenga and Lankershim Blvd to 101 and proceed South or 2) Travel Laurel Canyon Blvd. South over Mulholland as to avoid the 101 Freeway congestion and enjoy the "bumper to bumper" traffic "over the hill".

Remember, Lankershim Blvd., which is situated adjacent to Universal Studios ends at the intersection of Ventura/Cahuenga Blvd. It is unable to take traffic "over the hill". Barham Blvd. ends at Cahuenga Blvd. West, and it, too cannot take traffic over the hill. Cars do drive through the Cahuenga Pass Hill Residential Section in order to find an outlet on Nicholson Canyon Road and Outpost Drive to reach Hollywood, and LAPD has been monitoring the traffic quite diligently to try and modify this behavior.

If you add 2,900 more residences to an area, where you are not providing proper ingress and egress from and to the area and do not want to impact the existing "implorable" present congested traffic patterns on the above streets, your solution of moving people needs to be EXTRAORDINARY. "Use the Metro" slogan will not fly for these 2,900 residences, and you will have created a "people nightmare".

The plan for this property shows that one additional residential street would pass from Barham/Forest Lawn Drive through the property to the access road adjacent to the 101 Freeway. The traffic then would be funneled onto Universal Center Drive, which ends on Cahuenga Blvd. and does not go "over the hill". This is most unsatisfactory as the commercial section of Cahuenga Blvd. is being built up and is already bringing more traffic without additional motorists from a new development of 2,900 residences.

This "Universal City Vision Plan" does not take the responsibility for using some of their property to build adequate ingress and egress along the Los Angeles River, which would give some relief to the present "horrendous" traffic problems that exist when programs, attracting large numbers of people, are presented at the Universal City Studios facilities throughout the whole year.

In addition there is a plan to build high-rises of about 24 stories each around the historical sight of Camp de Cahuenga on the west side of Lankershim Blvd. Is there any consideration given for the historical site? If these buildings are for commercial space use, how many additional buildings do they need to provide for adequate parking spaces for each unit being used in those buildings? Where will these be built? Street parking will impact the residential area, so this should not even be given a thoughtful consideration in the planning. Why is Universal City involved in building high-rises on property owned by MTA? Why are they not building on their own property? How does this fit into this "Universal City Vision Plan" which lies partly in Los Angeles City and partly in Los Angeles County?

A building advertising condos has been built on Lankershim and Valley Heart, and when this building is fully occupied, the traffic from the bridge over the Los Angeles River to Ventura/Cahuenga Blvds. will "hardly" move as motorized vehicles will be pouring out of this complex to try and use the 101 South. Have you considered this problem?

This present "Universal City Vision Plan" is not suitable for their land, as they are "hemmed" in on the North by the Los Angeles River, on the East by Barham Blvd., on the South by Cahuenga Blvd. and the 101 Freeway, and on the West by Lankershim Blvd. The area is far too small for such a vast development plan.

We recommend a full rejection of this "Universal City Vision Plan" as it stands today.

Sincerely,

Hilda Hseli

c.c.: Ben Saltzman, Deputy to Zev Yaroslavsky
Renee Weitzer, Representative for Tom La Bonge

Sam Hollander
10913 Fruitland Drive
Studio City, California 91604

July 27, 2007

Mr. Jon Foreman
City Planner/Project Coordinator
Dept. of City Planning

Dear Sir,

As a resident of Studio City for 34 years I am very much aware of the traffic congestion and its effect on the environment.

The Universal City Vision Plan addresses these concerns through traffic improvements and the creation of 2,900 new residential units to house new construction employees. This eliminates the need for commuters and resultant ecological pollution.

New jobs, a boost to the economy and a jolt to pollution! As the advertising industry would say "it's a win, win situation". And for once, I agree.

Best wishes in our joint endeavors to promote a safe, healthy and prosperous community.

Sam Hollander

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JUL 30 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

August 6, 2007

Jon Foreman, City Planner
Dept. of City Planning
200 N. Spring St. #601
Los Angeles, California 90012

RECEIVED
CITY OF LOS ANGELES
AUG 13 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Dear Mr. Foreman:

We are writing you in regard to the NBC Universal Plan concerning:

1. Traffic
2. Community Design
3. Sustainability-Environment
4. Project Description

1. TRAFFIC

We now have an awful time getting in and out of Bennett Dr. because of all the traffic generated by the construction along Cahuenga Blvd. West. We live near #76 Fire Station where a traffic light was incorrectly placed. It should have been put left of the Bennett Dr.-Cadet Court intersction (not at Oakcrest Dr. on other side of firestation).

The Hollywood Knolls residents can't get out of their area to Cahuenga Blvd. East. We know about their situation from first hand experience when using that road from Hollywood to get to our home crossing Barham Bridge.

The recent construction and 101 Freeway accidents on Sunday (7-29-07) caused a 2-hr. back up of traffic along Ventura Blvd., Cahuenga West. Barham Blvd. and Cahuenga East. (And Sunday is a light day of traffic in this corridor) This is an example of serious traffic problems in the future doe to the impact of this Plan on this area.

2. COMMUNITY DESIGN

Eliminating the the U. S. Post Office Annex by the creation of an apartment complex across from Universal Studios has been a great loss to area residents. There is a desperate need for a large public post office with ample parking. (The Toluca Lake Post Office is insuffient to handle the needs of an already growing community.) Will needs such as this be met?

A proposal to rezone our area on Barbara Court and Dos Palos Dr. from LOW to MEDIUM Density promotes Resource stress and congested Air Space reducing liveability in Cahuenga Pass. Height of buildings in this area is restricted to 3 stories.

When we moved into this area in 1960, Universal Studios was just that, a Studio. Then new owners leveled the hills (which protected us from the Valley Smog) to create a theme park. Then more new owners extended the Park, added hotels, office buildings, Lankershim Blvd. was widened and an outdoor Mall was constructed (City Walk), theaters, all of which increased traffic and noise pollution.

3. Sustainability-Environment

Practically speaking, we have aging sewer lines in this area dating from the 1920's. A new sewer system would have to be constructed to accomodate the future capacity of this Plan. Lake Hollywood is no longer considered a reservoir. Where will the needs for water for expansion of Universal City come from?

Additional electrical plants may be needed as we already have limited electrical energy available, especially during the summner months. (Money needed for these projects will fall unto ALL Los Angeles Taxpayers)

4. PROJECT DESCRIPTION

Forest Lawn Dr. should be extended from Barham Blvd. to Lankershim Blvd., NOT CORAL DRIVE, to relieve the traffic coming up and down Barham Blvd. and down Cahuenga West to Highland into Hollywood and instead rerouting the people who use 101 Freeway to the Metro Subway at Lankershim encouraging the use of train and/or city buses/ Keep in mind traffic patterns and the impact a Plan such as this has on a community.

Please rethink the NBC Universal Vision Plan so that we see eye to eye!

Sincerely.

Lou N. Hughes Christina Hughes

3244 Bennett Drive
Hollywood, California
90068 - 1702

P.S. Notify us of any future meetings. Thank You.

cc. Ben Saltzman
Zev Yaroslavsky,
County Supervisor

Jon Foreman/ Gail Goldberg
Department of City Planning
200 N. Spring St., Room 601
Los Angeles, CA 90012

Certified // US Mail

MTA/Universal Developments

I have received your scooping mailer re above a couple of days ago. Presumably the only reason for going informed is the fact that I recorded my name a couple of weeks ago on the mailing list on own initiative. Although I'm pro-development/progress/taxation I believe in balancing monetary & community interests. On the face it does not appear that NBC Universal is attempting to balance OR mitigate either the quantum OR impact of the proposed Universal lot development on both the community & (already) overtaxed infrastructure in the in area. More specifically NBC Universal is attempting to seize the MTA lot with full support of the Planning Department to the detriment of the commuting public with the City of Los Angeles, on the face, acting as a partner with the developer in both instances.

As taxpayer & property owner in the immediate area I hence wish to **protest** the proposed development amongst other things on the following grounds;

1. Lack of **specificity** re on final product, factual transit solutions, construction logistics, environmental impact in real numbers, mitigations of scope of works, welfare/low income component, ownership of respective lots, takings protocol, compensation, community interests/rights, alternative locations & San Fernando blight generally.

2. That **Thomas Properties** appears to be a subsidiary of NBC Universal, a national listed securities entity, & not an independent consultant as being implied in the official manifest.

It is hence imperative that Gail Goldberg, Director of City Planning, as fiduciary of **health/welfare/ morals/safety** powers of the City of Los Angeles should clarify both her personal relationship as well as that of the City of Los with NBC Universal & Thomas Properties. Gail Goldberg should also assert to the independence of the family of consultants in support of this project on whose proper/objective standard of conduct the taxpayers are relying. As a fiduciary Gail Goldberg also has the burden to enquire into political/ballot donations NBC Universal // Thomas Properties // McGuire enterprises has allotted to the elected representatives (incl the Major & Mr La Bonge) of the City of Los Angeles.

Gail Goldberg must also assert to the applicability of the "No Project" & "Statement of Overriding Considerations" in accordance with sections 15126.6 & 15093 Chapter 3 of the California Environmental Quality Act, California Code of Regulations, with regards the development of the EIR.

Sincerely

Charl E Janeke (PE)
3478 N/Floyd Terrace
Los Angeles, CA 90068

July/17 2007

From: Jon Foreman
To: Jost, Tonia
Subject: RE: Universal City Vision Plan - ENV 2007-0254 EIR

>>> Tonia Jost <toniasalon@hotmail.com> 8/7/2007 10:55 AM >>>

Thanks for returning my e-mail!Tonia JostTonia Salon3313 1/2 Barham BlvdLos Angeles, CA 90068-1450> Date: Tue, 7 Aug 2007 09:43:43 -0700>

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: tonia jost <toniasalon@hotmail.com>
To: <jon.foreman@lacity.org>
Date: 8/6/2007 4:57 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

tonia jost
la

PS: I am a small business owner on Barham Blvd. I am curious as to what the improvements to Barham will be. I see the traffic all day and I have witnessed several accidents, some fatal. The traffic lights at Dewitt are not synchronized, and there is no posting to warn drivers. Many drivers make illegal u-turns (ouch). Drivers turning left onto Blair during rush hour back traffic up all the way to Cahuenga!

From: "KEGARIES" <kegaries@earthlink.net>
To: <Jon.Foreman@lacity.org>
CC: "'Renee Weitzer'" <Renee.Weitzer@lacity.org>, <bsaltzman@lacbos.org>, "K...
Date: 8/8/2007 12:10 PM
Subject: Planned Development Project at Universal City MTA Property
Attachments: City re MTA Universal development.doc

Mr. Foreman -

Please find attached our letter relative to the referenced development. I have also mailed our original copy of this letter to you (with copies also by mail to Ms. Weitzer and Mr. Saltzman).

David and Dana Kegaries

David & Dana Kegaries
3107 Ellington Drive
Hollywood, CA 90068-1738
323/876-5551

August 7, 2007

Mr. Jon Foreman
L.A. City Planning/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, Ca 90012

Re: Planned Development Project at
Universal City MTA Property

Dear Mr. Foreman:

We are writing to express our opposition to the referenced development at the MTA property adjacent to Universal City, for a number of reasons:

- The project, as planned, is much too massive. Please reduce its size by 90%.
- Traffic in the area, which is already problematic, will become unbearable and will cause gridlock in the entire area. Please do not approve the project without full mitigation being put in place before development begins.
- This development is not needed or wanted at this location. Please do not approve it as proposed.
- It is already difficult to find parking in the existing MTA park-and-ride lots; we fear this development will only make that situation worse.
- A development of this size should not be located in an area so close to the hilly part of Los Angeles, as the hills severely restrict access, which should be available equally from all four directions (which it is not), for such a huge development.

If any development is allowed anywhere near the MTA station, it should not be exempt from any taxes that would normally apply at other MTA station areas. Please deny approval of any further development in this area until after Universal and MTA have repealed the law exempting the property surrounding the MTA station from all transit district taxes. This property should pay its full share!

Sincerely,

David and Dana Kegaries

cc: Renée Weitzer for Councilmember LaBonge
Ben Saltzman for Supervisor Zarovslavsky
Krista Michaels, President, Cahuenga Pass Property Owners Association
Joan Luchs, Chair of NBC/Universal & MTA/TPG Ad Hoc Committee

David & Dana Kegaries
3107 Ellington Drive
Hollywood, CA 90068-1738
323/876-5551

August 7, 2007

Mr. Jon Foreman
L.A. City Planning/Project Coordinator
Department of City Planning
200 North Spring Street, Room 601
Los Angeles, Ca 90012

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AUG 13 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Re: Planned Development Project at
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Dear Mr. Foreman:

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Sincerely,

David & Dana Kegaries

David and Dana Kegaries

cc: Renée Weitzer for Councilmember LaBonge
Ben Saltzman for Supervisor Zarovslavsky
Krista Michaels, President, Cahuenga Pass Property Owners Association
Joan Luchs, Chair of NBC/Universal & MTA/TPG Ad Hoc Committee

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: EUGENE KEVORKIAN
ADDRESS: 3494 BLAIR DR.
PHONE: 323-857-5649

DATE: August 1, 2007

RECEIVED CITY OF LOS ANGELES AUG 13 2007 CITY PLANNING COMMUNITY PLANNING BUREAU

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
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- ☐ ✓Hydrology & Water Quality
- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☑ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: I don't have to remind you of the terrible traffic congestion this development will bring to the area even with the new road. My major concern is the noise impact. I live on Blair Dr. & currently look out on a blown up strip mall. Loud announcements & other noises. With the new development I'm greatly concerned that the noise from my house will be worse than it is now. & the noise level with all the additional people, cars & construction will reduce my quality of living in this area. The thought of looking over rooftops is not pleasing, exciting or possibly not be able to look over them.

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AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: HARRIET KEVORKIAN
ADDRESS: 3494 BLAIR DR
PHONE: 323 - 851-5649

☐ ***This Input is regarding: (Please check all that apply)***
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- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: Needless to say all of the categories are of great concern to the neighborhood. Traffic congestion is certainly a priority. Even with the proposed street through Universal the traffic will be greatly affected. More homes, more people, more cars. More employees to work in the new businesses. Barham & Cahuenga & Terrace now, imagine the additional traffic from Universal & all the new homes & businesses on Cahuenga. The employees that will be coming to work won't live at Universal, maybe the business owners, independent business will, but not the clerks, store owners. This neighborhood cannot take anymore traffic!!!

Mr. and Mrs. Robert Knox
3458 La Sombra Drive
Hollywood, CA 90068

August 13, 2007

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CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Department of City Planning
Attn: Jon Foreman
200 N. Spring St, Room 601
Los Angeles, CA 90012

UNIVERSAL CITY VISION PLAN, ENV-2007-0254-EIR

We have been given only vague, conflicting concepts of what Universal is really planning. However, based on what we have seen so far, we are strongly opposed to the huge Universal City Vision Plan because of all the traffic congestion in the area now. This oversized project will make it impossible for us to get to and from our homes. The project is completely out of scale with the neighborhood. Universal should not be allowed to start construction until after they have put all of the required traffic mitigation measures in place.

Also, Universal is planning at least one other major project, on Lankershim Blvd. They should be required to put all of their projects together in one big package, and not present them in pieces. Following are some of our specific concerns:

TRAFFIC

Barham Boulevard: Traffic on Barham is currently in gridlock much of the day and evening, with vehicles inching their way over the hill in stop and go traffic. The traffic count on this street is now above capacity and often we cannot get out of our residential street, Lake Hollywood Drive, because of all the cars backed up on Barham. A young lady representing the developer at the Scoping Meeting told me that they plan to widen all of Barham in order to improve traffic circulation. This would be impossible because of all the homes and business directly on the street, also we would strongly object to widening Barham through our residential neighborhood.

One improvement would be to widen Barham on the west side, at Buddy Holly Drive, for a dedicated right turn lane onto Buddy Holly. This would allow cars to make a right on Buddy Holly to get to Citywalk, Universal Studios, hotels, and the Hollywood Freeway, and would help to relieve traffic congestion over the Barham bridge. Universal told us this would be done when they started building Citywalk almost 30 years ago. Every time they start a project they say they will put in this right turn lane, but they never follow through. Because they do not keep their word, they must be required to do all traffic mitigation before they start construction.

Universal's maps show a new signalized intersection a few hundred feet south of Forest Lawn Drive, near their child care center. This driveway has been sealed off by Universal for several years. We strongly object to opening it up and adding signals when it is so close to Forest Lawn Drive. This would only serve to increase traffic congestion on Barham.

Forest Lawn Drive Extension to Lankershim: Universal must be required to extend Forest Lawn Drive along the Los Angeles River to Lankershim, as shown in the County Master Plan. This would help to improve traffic circulation around the large plot of land owned by Universal, and help to relieve traffic congestion on Barham, Cahuenga, and Riverside Drive. It would also take traffic on Forest Lawn directly to the new development on Lankershim, and onto the new Hollywood Freeway ramps they are planning for traffic mitigation. If Universal is serious about this project and traffic mitigation they can spent the money to extend Forest Lawn Drive along the side of their property, and not put everything on the back of the local residents and businesses.

New Residential Street from Forest Lawn Drive to Coral Drive: Universal's new residential street must connect to the north and southbound Hollywood Freeway, and also to Lankershim, to give the residents in the proposed 3,000 new units more than two ways in and out of the development. Otherwise, it appears that all traffic will have to use or cross Barham to get to and from the new residential units. This is unacceptable!

Barham Ramps to and from the Southbound 101 Freeway: One consultant at the Scoping Meeting said they want to close the southbound Barham on and off ramps so they can put in their own access ramps. We strongly object to any closure or relocation of these ramps. Universal should put in their own on and off ramps at their bridge over the freeway. If they want to do all of their proposed construction they can surely come up with enough money to construct their own freeway ramps directly from their bridge.

101 and 134 Freeway Connectors: There are no freeway ramps connecting the northbound 101 freeway with the eastbound 134 freeway, and vice versa. These freeway connectors must be completed so that traffic traveling between Hollywood and Burbank, Glendale, Pasadena, etc. can stay on the freeway, and is not forced to cut across Barham or Lankershim to get between the two freeways. Universal should be required to pay for these connectors as part of their traffic mitigation.

POPULATION AND HOUSING

3,000 New Residential Units: We strongly object to Universal's plan to construct 3,000 new residential units on their back lot. Universal claims to be in the entertainment business, and to fill up their back lot with apartments and condos makes no sense at all. They have not planned for adequate access in and out of the development, nor do they appear to be planning any services for all these people. Any new residential units they plan should be on Lankershim, near the Metro station.

PLANNING AND LAND USE

Incorporation into the City of Los Angeles: All of Universal should be incorporated into the City of Los Angeles. The City surrounds them and the City provides many services to them. It makes no sense to have part of their property and development in the City and the other part in the County. Also, it makes all types of planning impossible when it is split between two jurisdictions.

Finally, we are opposed the Universal's planned development because of its massive size and density, which is far too big for the community. If allowed to do any construction they must be required to do all traffic mitigation before they do any building. We request to be notified of all meetings about this development, and to receive all material that is printed about it.

Sincerely,

Robert L. Knox

From: "Alan Koerner" <amkoerner@sbcglobal.net>
To: <Jon.Foreman@lacity.org>
Date: 8/8/2007 12:49 PM
Subject: Comments on Universal City Vision Plan

As you have heard, no residents of my neighborhood, the Hollywood Knolls, are in favor of the Universal development as currently proposed. I know you have received many concerned comments about the already intolerable traffic at rush hours on Barham Blvd. and the dangerous situation it presents regarding access of emergency vehicles and escape routes in case of fires, earthquakes, mudslides, etc. My concerns parallel these concerns.

The stated view of the developers that residents and shoppers will use public transportation to get to and from the proposed development is unrealistic. Universal City is not a hub, but an outlying destination of the rapid transit system which touches just one corner of this massive project. Universal should not be treated as a behavioral experiment which attempts to see whether people will use the system.

The absolute refusal of the developers to consider connecting Universal to Forest Lawn Drive and creating direct links to the 134 and 101 Freeways forecasts a chaotic future for current and future residents and workers in this area. Barham Blvd. is not a suitable artery for thousands of additional cars, trucks and buses. I urge you to explore more imaginative and appropriate means to access the Universal property. This is the only way to guarantee success for the proposed development and livability for current residents.

Sincerely,

Margery Koerner

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.476 / Virus Database: 269.11.4/936 - Release Date: 8/4/2007 2:42 PM

CASE#: ENV 2007-0254-EIR

COMMENTS dated 8-13-2007 following the public scoping meeting of August 1, 2007

NAME: Anne Marie Lardeau
ADDRESS: 3440 Troy Drive, Hollywood CA 90068
PHONE: (323) 876-4121

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Dear Mr. Foreman:

I am a 35 year resident of the Hollywood Manor Community where I currently serve on the Board of the Hollywood Knolls Community Club as Vice President for the Manor.
I have coordinated our Neighborhood Watch for many years through a 500+ persons Email tree so I am very familiar with local concerns.
I also currently serve as Chair of the Hollywood Hills West Neighborhood Council EMS-Police-Fire Committee.
This has led me to focus with more depth on security concerns and public services.
However, I am submitting these comments and requests as an individual resident homeowner.
I appreciated having the opportunity to discuss some of the following issues with you at the scoping meeting and I hope they can be addressed in the EIR.
Best regards,

Anne Marie Lardeau

AESTHETICS

The Manor community is on record as opposing high-rise buildings in Universal Village. This highly urban environment is at odds with our community. Views from many homes in the Manor will be impacted. NBCU has stated that they have met with neighbors, especially on Blair Drive, to observe views from their homes. The selection of these neighbors has been quite arbitrary and many affected residents have not been contacted. The EIR should include a more thorough review of the problem by including all residents whose view will be impacted. This includes residents on both sides of Blair Drive, some residents on Charleston Way, some residents on Hillock Drive, residents on Craig Drive, and some residents on the 3400 block of Troy Drive.

BIOLOGICAL RESOURCES

The proposed project will substantially affect local wild life. The Manor community still remembers all the wild life that fled during past Universal expansion projects. This should be thoroughly studied.
Of great concern is the certain future presence of a large number of dogs in Universal Village. Anticipated number of dogs based on population trends and associated problems should be addressed in the EIR.

A minimum mitigation should bar dogs from the trails to avoid posing a danger to both people and wildlife. How this rule can be enforced should be addressed. The presence of so many dogs and their excrement also brings up a health concern that should be addressed in the EIR.

Our community opposes the removal of mature protected trees, which are an inherent part of views and character of the neighborhood. In the past, Universal has cut various trees and bushes down to a stump. It is impossible to grow new similar specimen at the same location even with irrigation. In some areas, newly planted trees on NBCU property have not thrived due to slope and shallow soils.
Any proposal to remove existing mature trees and replace them with new ones, should thoroughly analyze the proposed location for all the new plantings to insure the soil is sufficient for newly planted trees to grow at each proposed location. The new trees should also be eventually able to thrive without irrigation at their new location.

CULTURAL RESOURCE

When the DWP installed large reservoirs next to Lake Hollywood, many fossils were discovered. For a while, the construction company displayed them on their website and this was a wonderful resource for local children. The website was then discontinued and this cultural resource was lost.
It is likely that similar deep digging with unearth fossils during construction. As mitigation, these should be preserved in a local mini-museum available for free to the community and displayed on a website for all to enjoy.

HAZARDS AND HAZARDOUS MATERIALS

Having residences mixed with wild land poses a serious fire hazard. Currently NBCU land under County jurisdiction is well cleared while NBCU land under City jurisdiction is covered with highly dense and flammable brush. In previous years, I have had to complain to the LAFD and CD4 to bring compliance for the minimum mandatory clearance next to Barham Boulevard. We were very lucky during the Cahuenga fire of March 2007 that the wind blew away from the Manor. The uncleared brush on the Manor side of Barham could have become a torch very easily and reached local homes in the Manor.
Increased proximity of wild land and residences along with access of these uncleared brush areas via the proposed trail system brings a higher risk of fire. Additional required brush clearance should be studied in the EIR. Smoking should be forbidden in the wild land / trail area. The EIR should study how this ban can be effectively enforced.

LAND USE & PLANNING

The Vision Plan proposal is enormous and greedy. An alternate study should be made for a project 50% of the proposed size. Whatever new entitlements are granted in conjunction with this proposal, a covenant limiting any future additional residential development should be added to the title as mitigation.

NOISE

The Manor community is very concerned about the impact of construction-related ground vibrations on this neighborhood. This should be studied in the EIR to insure no problems occur, with adequate mitigation and an effective way to report problems.

Recently, NBCU and/or their consultants have started doing noise measurements in both the Manor and the Knolls communities. Many residents have made comments that the most illogical locations have been selected for these measurements... if you expect to find noise coming from NBC Universal that is. For example, noise was measured at the bottom of a hill at the intersection of Hillock Drive and Craig Drive. It is very unlikely that any relevant sound would ever be heard at that location and no complaints have ever been made from there to my knowledge.

Similar meaningless locations have been selected in the Knolls. NBCU's explanation is that these locations were used in the past and they wanted to compare results at the same points. All that says is that meaningless locations were selected in the past to insure that no noise was recorded.

Residents have made noise-related complaints to NBCU on an ongoing basis. None of the known noise problem locations seem to be part of the current study.

The EIR noise study should include all locations associated with complaints in the past. It is my understanding that NBCU keeps track of these complaints.

Noise travels in strange ways in the hills. If any major changes are made in the topography, experts should attempt to predict how this will change noise coming from NBCU in adjacent communities.

PUBLIC SERVICES

This project would have significant impact on already stressed public services and the EIR should thoroughly study this issue. Of particular concern are:

Fire protection

As mentioned above, this project creates an additional risk of fire that should be studied and mitigated.

Police protection

The area to the East and South of the project are served by LAPD Hollywood Division and the area to the West and North by LAPD North Hollywood Division. In both cases, the territory is very far from the station and experience with both divisions is one of non-existent service except for life-threatening emergencies. The LAPD is just not there for us and their presence cannot be assumed in the new area to be served except for the most severe crisis. For this reason, the following questions arise and should be addressed in the EIR:

- What security measures will be taken between Universal Studios area and the Village?
- What access will exist between Universal City Walk and the Village? If any access exists, what additional security steps will be taken to protect Village residents and adjacent communities? If there is security, in what form will it be provided?

- What kind of parking will be available for out-of-area people in the Village? Will there be a permit system or will it be open to all for any purpose?
- If there is a Los Angeles River attraction, will it be accessible to out-of-area people? Is parking for them contemplated? What security measures will be taken at night?
- Will the trail and park portion of the Village be accessible to out-of-area people? Is parking for them contemplated? What security measures will be taken at night?
- Will dogs be allowed in the trail and park portion of the Village? What security measures will be taken to insure dogs do not pose a danger to people or wild life?
- Will the MTA shuttle be available for out-of-area people? Will that affect parking in the Village? What security will be provided for the shuttle? Can out-of-area people using MTA ride the shuttle to access the trail, park and river portion of the Village? If yes, what additional security steps will be taken to protect Village residents and adjacent communities?
- Is NBC Universal still planning to hold MP3 screenings in the Village? If yes, what additional security steps will be taken to protect Village residents and adjacent communities from crime and fire danger?
- What additional police resources are being contemplated to serve the additional area of Universal Village and who will have jurisdiction?
- What additional fire/emergency services resources are being contemplated to serve the additional area of Universal Village and who will have jurisdiction?
- How will transients be prevented from taking residence in the trail and park portion of the Village?
- How will gang members be prevented from loitering in the trail and park portion of the Village?
- Will there be any access between the Village and the Manor community? The local community is on record both at the homeowners association and neighborhood council level as opposing any access for either pedestrians or vehicle traffic between the Village and the Manor.
- What will security measures/fences look like between the Village and the Manor community?
- The EIR should study how the whole project, especially Universal Village, could include crime prevention through environmental design at the residential building, commercial building, park, and overall village levels?
- What private security considerations are being planned for Universal Village?
- Different adjacent jurisdictions usually create problems and make solving them difficult. What steps will be taken on an ongoing basis to insure partnership, communication and problem-solving between County Sheriff, LAPD Hollywood, LAPD North Hollywood, Universal Security, Universal Village security, Thomas Properties buildings security, parking lots security, MTA station security, other on-site private security, local neighborhood watches including the Manor, and HHWNC?

TRANSPORTATION / CIRCULATION

The proposed Vision Plan in conjunction with the Thomas Properties MTA plan would increase local traffic at a level that cannot be mitigated. The EIR should include an

alternate traffic study showing what conditions would be with a 50% reduction in the Universal Village proposal.

The East-West road on the County Plan was there for a reason, which still exists. This road is much needed and could relatively easily be built parallel with the Los Angeles river. It is a straight shot from Forest Lawn Drive to Lankershim and the 101 Freeway. The EIR should include an alternate traffic study with the East-West road in place.

The EIR should also study whether an East-West road would allow the preservation of the historic Barham bridge. The local community opposes its destruction. The local community also vehemently opposes any consideration to remove the current Barham exit/entrance of the 101 Freeway.

The plan proposes improvements to Barham Boulevard including planted medians. Traffic engineers should note that a hardscape or planted median would solve a safety hazard in front of the liquor store at the corner of Barham and De Witt drive.
This location saw fatal accidents due to liquor store patrons making a left turn into or out of the Barham driveway of the store. As a quick fix measure, DOT installed three no-left turn signs at that location. One got knocked off within a week and now rests on the ground behind the liquor store. The remaining sign near the driveway is bent at an unsightly angle. Drivers are totally ignoring the signs, which are not enforced and continue to make the prohibited left turns. So the conditions that caused the fatal traffic accidents remain. Only a hard median preventing the left turns would cure these conditions. This would be a good time to address the problem.

A comprehensive landscaping plan for the West side of Barham should also be included. Great efforts have been made to landscape the East side while NBC Universal has been content to offer a messy, unsightly flammable landscape with uncleared brush. As a minimum sign of respect for the community, mitigation should also include extensive landscaping of Barham's West side.

The proposed traffic mitigation measures in the project will not be adequate to relieve traffic congestion if the "Vision Plan' is built at the proposed size. At the very least, all entitlements should be conditional on the guaranteed implementation of proposed mitigations. The EIR should include a feasibility study for each proposed mitigation, including cost, chance of approval & funding, and timeline to completion.

From: "Larson, Kristen" <KristenLarson@ClearChannel.com>
To: <jon.foreman@lacity.org>, <Renee.weitzer@lacity.org>, <bsaltzman@lacbos....
CC: "Jeffrey Kreger" <jkreger@sbcglobal.net>
Date: 8/20/2007 5:20 PM
Subject: NBC/Universal Proposal

We are adding our voices in strong opposition to the NBC/Universal greedy expansion project. Obviously none of you drive Barham between 530 and 730 PM on a weekday, but if you did, you would immediately realize the ridiculous nature of this project. Barham is already a parking lot during those hours. I work three miles from my home and sometimes it takes me forty five minutes to get home...before the mess of construction and thousands of additional cars. Yes, we were told at the community meeting that additional roads would be built for all local travel and should not add to Barham, but that is not the case because those thousands of extra cars will back up traffic deep into both Burbank and the Pass trying to get to these local roads. It will be a disaster, not to mention horribly unsightly and greedy. I guess you never walk through Universal's "conservation" property or you would see what we see below our house, deer, coyotes, rabbits, owls, etc. It is lovely and all those animals will be displaced by ugly urban blight. We live directly above the proposed neighborhood on Blair and can't think of anything worse than this ridiculous, poorly thought out proposal.

Kristen Larson & Jeffrey Kreger
3267 Blair Drive

Proposed Universal expansion

8-1-07

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CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMISSION BUREAU

Jon Foreman,

I am concerned about the proposed expansion of Universal studios.

The Barham corridor is often over congested and it takes just one incident to completely close all access out or into our residential neighborhood.

I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME: Christi Fauveau Lassen C. F. Lassen ✓

Date 08-16-07

Address 3351 Primera Ave., #5
Los Angeles, CA 90068

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Rodrigo Lazo <rokalava@hotmail.com>
To: <jon.foreman@lacity.org>
Date: 8/14/2007 9:38 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Rodrigo Lazo
Los Angeles

PS:
The City should encourage projects like this, as long as benefits people and the environment

From: "treezy@juno.com" <treezy@juno.com>
To: <jon.foreman@lacity.org>
Date: 8/20/2007 3:55 PM
Subject: Universal City Vision Plan EIR comments

My comments for the Universal City Vision Plan input for the EIR are completely focused on traffic mitigation. I believe GE will go ahead and build whatever they want on the Universal City site HOWEVER with all the new building going on around the site (Universal lofts, new massive housing along Vineland, along Lankershim, Oakwood's expansion, new condo's on Barham to be built) it is a virtual gridlock. This is not unique to the area, the City, or the State. Traffic is an issue in most cities. The L.A.Times and Daily News are running pieces almost daily about the "Manhattanizing of LA" and the horrible lack of planning for moving people around.
With such a progressive Governor in the green arena, why can't this development be reviewed with some forward thinking for traffic mitigation? The fume belching gridlock on Barham (over 65,000 cars per day plus huge studio trucks) could be significantly relieved by using the old County road on the site that runs from Forest Lawn Drive to Lankershim. When the representatives from GE said they couldn't do that because it wasn't in their budget, I almost lost it. Seagram's, not a very big company compared to GE, were able to construct the giant overpass on the 101 to get guests into the Park. I can't imagine GE can't find the monies to clear and expand an existing road. I know they're trying to get the road erased from the map. I also know Dreamworks and a couple of other little buildings are on the road. But, when one looks at the impact of a new road option compared to moving some buildings, it's a no brainer.
Additionally, if the City continues on with their talks of up zoning Barham's existing buildings, it will not be pretty. It will not take on the look of our Mayor's "Villages", and it will only add to the existing traffic problems.
I have lived on the spine or crest of the Manor almost all my life and have watched Universal from the days of sheep grazing on the hills to the cacophony of City Walk today.
Growth and progress are normal and I can't balk at the need for more housing. But any urban planner knows that growth must be managed. Barham Blvd. does not have managed traffic. Residential growth in this three mile radius is not being managed. Developers build and everyone hopes the roads can handle the increased volume.
BARHAM BLVD. IS MAXED OUT!
The EIR must contain a viable solution to the increased volume of traffic as a result of all the Universal City periphery developments, both commercial and residential.
Please feel free to contact me. The GE folks have visited to see "their potential impact" to me.
Ms. Tree Lockie, 3311 Charleston Way, LA 90068
323.874.5600

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: Danny Lopez

ADDRESS: 2401 Laverigne St. LA 90027

PHONE: 323 824-1498

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☒ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☒ ✓Hazards & Hazardous Materials
- ☒ ✓Hydrology & Water Quality
- ☒ ✓Land Use & Planning
- ☐ Mineral Resources
- ☒ ✓Noise
- ☒ ✓Population & Housing
- ☒ ✓Public Services
- ☒ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☒ ✓Utilities

INPUT: THERE WILL BE TO MUCH TRAFFIC CONGESTION & MORE DELAYS DUE TO CONSTRUCTION

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CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: Charlus Mansfield Meredith Meyer ✓

ADDRESS: 3123 ½ Hollycrest Dr.

PHONE: (310) 801-0036

☑ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☑ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☑ ✓Hazards & Hazardous Materials
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- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☑ ✓Utilities

INPUT: I am very concerned about the Diminished Quality of Daily life due to the Expansion of Universals Properties.

The increase in the amount of population and traffic to an area already crowded and roadways already terribly congested will make day to day life in the area much less livable

- this plan presents NO workable traffic solutions to bring more people & traffic into this area is completely irresponsible.
- the air quality around the homes in the lower part of the Knolls is already bad enough from the traffic on the 101. Encouraging more traffic will continue to increase pollution.
- the increase of people coming in will increase crime in the area - we already had a car stolen from our residence by a group of young juveniles (who were most likely partying at Universal City!)

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CITY PLANNING
COMMUNITY PLANNING BUREAU

From: arnold mcculler <arnoldm50@mac.com>
To: <jon.foreman@lacity.org>
Date: 7/10/2007 2:40 PM

I am a resident in Lakeridge Estates and am against any further building.

Arnold

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Zach McGee <zsmcgee@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 8/16/2007 7:16 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Zach McGee
Los Angeles

PS: As a resident who lives directly off of Barham, I welcome the proposal because it will create an additional avenue for traffic to flow between the 101 and Burbank. I believe whatever additional traffic the project may bring will be more than offset by the creation of a second connection between the 101 and Burbank. Thank you for your consideration of this letter.

From: Merritt Paul <merrittmaster@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 7/10/2007 9:20 PM
Subject: NBC UNIVERSAL VISION PROJECT EMAIL merrittmaster@yahoo.com paul merritt

GREETINGS,

ON behalf of UNITED BANCORP SERVICEs,
A property owner in the LAKE HOLLYWOOD ZONE,
WE request inclusion of our concerns about the
referenced UNIVERSAL CITY MAJOR PROJECT.
lack of new dedication of GREENSPACES/// and
thousand of new trees should be planted.
failure to include significant BIKING AND WALKING
AREAS AROUND AND THROUGH THE PROPOSAL AREA.

MAJOR FAILURE TO RE DIRECT TRAFFIC OUT OF THE
EXISTING local neighborhood areas./// BARHAM, ETC.

parking for the MTA LOT S should be added five
fold, for the population increase.

private daytime shuttle from the PROJECT TO STUDIO
CITY AND HOLLYWOOD, should be a permenant building
condition.

no connective equestrian opportunities from the
GRIFFITH PARK AREA INTO THE project.

add larger buffer areas between the existing
neighborhoods and the PROJECT[S].

SIGNIFICANT drought scape; to reduce water needs
should be included.

TRAFFIC IMPACTS NOT adequately mitigated via,
surrounding streets such as BARHAM.
a LARGE INTERNAL public park should be dedicated
to comply with the area deficit of URBAN parkland.

we request acknowledgement of this supplement to
the EIR. SCOPING PLAN PROCESS, and
further formal NOTICING TO our office at
5870 FRANKLIN AV.
PENTHOUSE 409 HOLLYWOOD,CA 90028.

RESPECTFULLY SUBMITTED,

PAUL MERRITT , vice president UNITED BANCORP SER.
holding TRUST.

paul merritt c

From: <Aminasian@aol.com>
To: <jon.foreman@lacity.org>
Date: 8/18/2007 1:44 PM
Subject: concern regarding Universal City Vision Plan

Dear Jon Foreman,

As a resident in the Hollywood Knolls, I am deeply concerned with the Universal City Vision Plan. I am not typically opposed to housing developments, but this project calls for 2937 residences in an area that already has substantial traffic congestion.

I attended the August 1st meeting at the Universal Hilton. I have a clear grasp of their plan. If executed as is, there would be substantially more traffic along the north bound Cahuenga Blvd E, which already becomes heavily backed up at 5 pm and after. People who live in the new residences would be able to access the north bound 101 freeway without leaving Universal; however, they would have to access Cahuenga Blvd.W in order to enter the 101 south bound freeway, adding to the existing congestion. And even though Universal plans to build a road in the development parallel to Barham, there will still be increased traffic on Barham, which also gets congested during peak driving times.

Universal has yet to prove they are prudent with regard to the traffic conditions in the area. Whenever there are concerts at their amphitheater, Cahuenga Blvd., gets backed up and Universal has made no effort to alleviate this situation.

Universal Studios is surrounded predominantly by single family homes. Adding a complex with this many new residences is dramatically increasing the number of people in the community and putting tremendous strain on the neighboring infrastructure. It does not make sense and should be revised to a substantially smaller scale.

Ari Minasian
323 969-9029

********** Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

From: Dean Minerd <deanminerd@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 7/10/2007 11:09 AM
Subject: Universal Expansion

Dear Mr. Foreman -

I wanted to take the opportunity to share my thoughts with you about the proposed Universal expansion project.

As a resident of the Hollywood Knolls for the past 7 years I implore you to reconsider your position on this project moving forward.

The traffic implications, population increase to this already dense area and the overall impact to our neighborhood would be devastating.

At this point, Universal City Walk is congested enough and a mismanaged operation that attracts too many individuals to the area as it is. The notion of adding more traffic to the Barham and Cahuenga corridors is a frightening thought.

I'm a proponent of progress but feel that this project isn't progress to serve all. The scale is too great and the proposed renovations have not been clearly explored.

On a personal note, I have spent the last 7 years remodeling and updating my current home that was considered a tear down in my neighborhood. I cannot stress how frustrating my dealing with the planners, Dept of Building & Safety, The Mulholland DRB and the zoning personnel has been.

It's astounding to me that my experience of trying to better an existing residential property for the benefit of my neighbors and the safety and appreciation of all has been met with such abject scrutiny and red-tape obstacles yet a project as massive as the one proposed on the Universal property seems to be effortlessly approved.

Not so curious where the city's allegiance is in this picture. Just disappointing.

Sincerely,

Dean Minerd

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: "James K. Minn" <jminn@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/8/2007 11:03 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

James K. Minn
Studio City

PS: Dear Sir:
Is there possible to provide a bus from our
house to Metro Station.
I am willing to pay for it.
If you provide Bus stop in Wrightwood Dr. or Berry Drive. We would walk up and get a ride
to MEtro Station and make a trip to L.A. Down Town.
Please reply if it possible.
We love to take Metro

Thanks,
Universal City Planing is a wonderful plan
It is our future wonderful city.

Do'nt be behind to world big city,
let us work on
and show to the world "Universal City"

Thanks,

James and Diane Minn
Studio City residence
Aug. 01, 2007

From: James K T Minn <jminn@sbcglobal.net>
To: Jon Foreman <Jon.Foreman@lacity.org>
Date: 8/6/2007 11:02 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Dear Jon,
Thanks
We are looking forward to hear from you.
our address is 11278 Laurie Drive, Studio City, CA 91604
James and Diane Minn
Aug.06, 2007

Jon Foreman <Jon.Foreman@lacity.org> wrote:
Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process. Unfortunately, at this time we cannot do notifications through email. Someday I hope we will get there.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

>>> "James K. Minn" 8/2/2007 9:49 PM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

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To: <jon.foreman@lacity.org>
Date: 8/2/2007 9:49 PM
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CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

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James K. Minn
Studio City

PS:

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Joshua Newell <newelly10@aol.com>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:19 PM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Joshua Newell
Toluca Lake

PS:

From: "Noel Norwick" <norwick@worldnet.att.net>
To: "Jon Foreman" <jon.foreman@lacity.org>
Date: 8/15/2007 5:29 PM
Subject: CASE #: ENV 2007-0254-EIR

I'm Noel Norwick and live at 3447 Primera Avenue, Los Angeles, CA 90068.
I would like to offer the following input re Land Use & Planning or Population & Housing:
1. Nothing and nobody mentioned anything about planning for "affordable" housing or "assisted" living facilities during the scoping meeting at the Hilton.
2. Given the changing demographics of the city's poplulation, I was surprised not to see anything regarding where the occupants for the apartment units would come from, where they would work and how much it would cost for them to move in.

Sincerely, Noel Norwick

From: <LouiseLOLA@aol.com>
To: <Jon.Foreman@lacity.org>
CC: <Renee.Weitzer@lacity.org>, <bsaltzman@lacos.org>, <fredoniawatch@pacbel...
Date: 8/20/2007 6:23 PM
Subject: Universal City Development - ENV # 2007-0254-EIR

To the members of the Evironmental Board:

My home is located at 3883 Fredonia Drive in the Hollywood Hills. This four-block street starts at Lankershim Blvd., and serpentines to Cahuenga West at the Nissan dealership. I have lived here quite some time and have concerns about the massive developments proposed. I do not have a record of a different EIR reference # for the MTA/Universal project, so I am assuming it is part of the "package". Certainly the impact of all developments will be the same because of their close proximity to one another.

CURRENT RESIDENTIAL/RETAIL/OFFICE DEVELOPMENTS include the recently completed apartment complex on Lankershim Blvd. at Valleyheart Dr., the Hanna-Barbera renovation & the new development that was the former home to the Braille Institute on Cahuenga West. The current traffic and parking are already problematic, and these facilities have not opened yet...when they do, it is going to be a monster problem.

FURTHERMORE, other areas do not HAVE A THEME PARK sitting in the midst of the development with the hordes of visitors they bring.

I am trying to remain open-minded, but I find the proposed developments for MTA on Lankershim and NBC/Universal "backlot" on Barham having so many negative issues affecting the residential communities, as well as local retailers, that surround them. Specifically:

AESTHETICS: Having a view that is comprised of high-rises and/or roof tops is not pleasing...especially when they are replacing the visibility of nature, such as the mountains.

AIR QUALITY: Increased vehicles will most definitely impact the smog levels to those of use who work and/or reside in this area.

BIOLOGICAL RESOURCES: It is now fact that increased density (population, autos and structures) cause "urban heat island" effect. As per an article in "Newsweek" (November 23, 1998) case studies were cited in Salt Lake City, as well as other areas, showing the negative impact. It can increase temperatures, smog, air conditioner use, toxic components in the air, asthma, etc. It creates its own "ozone" layer, and as such is very unhealthful and eco-unfriendly. The Akbari research group (cited in this article) went on to state that if 5% of L.A.'s area were to be planted with trees (approx. 10 million) and lighter-colored roofs were substituted for dark, the result could be a 10% decrease of ozone levels for L.A. All of the developments I have seen thus far remove most of the trees...I don't think replanting spindly Mexican fan palms can do the job.

CRIME: Graffiti, vandalism, theft and physical violence have grown substantially with the growth of City Walk. Increased population will add to this this problem because of the syndrome of "Haves versus Have Nots".

CULTURAL RESOURCES: The last "widening" of Lankershim buried some of the

artifacts from Campo de Cahuenga. The proposed development by the MTA appears to further encroach on this historical landmark.

HAZARDS: Already the roads of the Hollywood Hills are increasingly being used as alternate commute routes from "over the hill". The pedestrians are forced to share the streets with autos because there are no sidewalks; furthermore, parking is allowed only on one side in selected areas because of the minimal street width. Add to the "recipe" that they are in heavy disrepair, never cleaned, and more populated with commuters who ignore all stop signs, speed indicators, etc. With this increased development, it is only a matter of time that someone will be seriously hurt or killed on Fredonia Drive, or Wrightwood, or any of the other routes to Mulholland.

LAND USE: What is the plan for the future development of the THEME PARK if the surrounding area is usurped with the developments being discussed herein?

NOISE: The noise has been steadily increasing. It helped with the Universal Amphitheater was enclosed, but the outdoor entertainers at City Walk are frequently a noise nuisance when their amps are at full-throttle. The added population will increase an existing problem. Furthermore, the media's helicopters already hover like sharks in a feeding frenzy whenever there is the slightest "burp" at Universal. This will only get worse.

POPULATION & HOUSING: The scoping presentations marketed the concept of "working in the area in which you live". Does that translate to "If you work here, then you can live here", or "If you live here, then you can work here". Then there's the possible marketing strategy of "Leave your car at home because you can take the subway." I don't think that is realistic either since the 600+ current parking is at capacity & the PROPOSED DEVELOPMENT BY THE MTA DOES NOT INCREASE AVAILABLE PARKING. That means that the local residential streets would again be pressed beyond their limits.

RECREATION: I see very little area to "kick back and relax" a bit. We only have tiny Weddington Park on Valleyheart Dr. (one block from Lankershim) and a wee lot on Cahuenga West near Barham. Even though a gym is opening at the Hanna Barbera site, I'm not so sure I would call that recreation. There definitely need to be some plans for open park areas, which currently I don't see.

TRAFFIC: I have made reference to this in other categories, and I know that it will be a major issue for most of the surrounding neighborhoods. A L.A.Times article on 6/30/07 casting doubt upon the use of rails versus cars, and assuming this may be so, then the impact of the added residents' vehicles and foot traffic would be overwhelming for these tiny streets. I have been told that Barham cannot be widened, & I suspect that will also be the case for Cahuenga West, Lankershim, Cahuenga East, Riverside Drive, Moorpark, etc. There is certainly no place to widen little Fredonia Drive if we can't even have sidewalks.

Thank you for your attention to this.

Sincerely,
Louise Olson, Homeowner

********** Get a sneak peek of the all-new AOL at

From: DM Osborne <dm_osborne@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 8/18/2007 7:16 PM
Subject: Fwd: Public comments on NBCU scoping meeting
Attachments: NBCU_scopingcomments_for_JonForeman

I did not put a subject line in original message.
--- DM Osborne <dm_osborne@sbcglobal.net> wrote:

> Date: Sat, 18 Aug 2007 18:07:30 -0700 (PDT)
> From: DM Osborne <dm_osborne@sbcglobal.net>
> To: jon.foreman@lacity.org
> CC: renee.weitzer@lacity.org, bsaltzman@bos.org
>
> ATTACHED AND PASTED BELOW ARE PUBLIC COMMENTS FROM
> THE
> NBCU SCOPING MEETING
>
> CASE#: ENV 2007-0254-EIR
>
> COMMENTS dated 8-15-2007 following the public
> scoping
> meeting of August 1, 2007
>
> SUBMITTED TO: Jon Foreman
> City Planner/Project Coordinator
> Department of City Planning
> 200 N. Spring St., Room 601
> Los Angeles, CA 90012
> VIA: email: jon.foreman@lacity.org
>
>
> NAME: D.M. Osborne
> ADDRESS: 6513 Lakeridge Road, LA 90068
> PHONE: (323) 851-3140
>
> Dear Mr. Foreman:
>
> I reside in Lakeridge Estates, a community of single
> family homes off Cahuenga Blvd. that will be
> adversely
> affected by all phases of the NBC Universal's
> so-called "vision plan." As a member of the
> Hollywood
> Police Community Advisory Board, and the board of
> the
> Hollywood Knolls Community Club, I am familiar with
> public opposition to this massive development. I
> write
> to you as an individual, however, expressing a
> widely
> held view that NBCU's development proposals are
> outrageous and over-reaching.
>
> The current plan would be disastrous for all the
> surrounding communities, resulting in cumulative

> negative impacts that cannot be mitigated. I
> therefore
> urge the Department of City Planning to adhere to
> its
> public duty and direct the developer to cut the
> proposed plan by at least half. At a bare minimum,
> because traffic is the most obviously insurmountable
> issue, NBCU should be required to proceed with two
> concurrent traffic studies: one for the project as
> currently conceived, and an alternate one with the
> 50
> percent reduction.
>
> NBCU's proposal presents myriad issues that I am not
> qualified to address. Based on what I've learned in
> many public hearings concerning proposed
> developments,
> however, I believe that the EIR report for this
> project should identify precise mitigation measures,
> and no entitlements should be granted until
> completion
> of the mitigations. The EIR should also address the
> feasibility, cost, and a timeframe for completing
> each
> mitigation. In addition, I would like to address
> five
> major areas that are of paramount concern to myself
> and surrounding property owners.
>
>
> TRAFFIC
>
> Again, the traffic impacts of NBCU's current plan
> are
> obviously insurmountable. In the 10 years that my
> family and I have lived in the Cahuenga Pass, we
> have
> witnessed a dramatic increase in traffic and
> congestion on Cahuenga Blvd. and Highland Ave., the
> only arteries available for my husband to get to
> work
> and me to get our children to school. In part
> because
> of the recent upzoning, development in Hollywood is
> booming, but the affected surface streets and
> freeways
> cannot handle the attendant traffic.
>
> Even with a dramatic reduction in size, NBCU's
> proposal will unquestionably worsen conditions on
> streets that are already gridlocked. While certainly
> laudable, mass transit is not in itself a solution.
> One partial solution would be to take advantage of
> the
> East West road on the County Plan. This County road
> is

> an important resource as it runs parallel to the Los
> Angeles River all the way from Forest Lawn to
> Lankershim. The EIR should include a traffic
> analysis
> that includes options presented by the County Plan's
> East-West road.
>
> LAND USE & PLANNING
>
> This is not the first time area residents have had
> to
> wrestle with a monstrous expansion plan by
> Universal.
> Environmental Impact Reports created at the time of
> the last expansion (under the ownership of Seagram),
> and must be reviewed closely in light of the new
> proposals. A new EIR must address how NBCU proposes
> to
> continue existing mitigation measures. Additionally,
> if entitlements are granted in conjunction with this
> proposal, a covenant restricting any future
> development should attach
> To the title.
>
> BIOLOGICAL RESOURCES
>
> As in past expansions, NBCU's proposal will
> adversely
> affect local wildlife in an area adjacent to an
> established wildlife corridor. The EIR must identify
> mitigation measures to offset loss of habitat and
> limit the additional domestic pet excrement in
> public
> open spaces.
>
> Universal Studios, notably its back lot, is home to
> many mature protected California live oak trees.
> Any
> proposal to remove any of these trees should include
> an analysis of whether there are soil-sufficient
> sites
> to sustain replacement trees. If such sites are not
> available (several replacement trees planted by NBCU
> have struggled in unsuitable sites), then there
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> be no tree removal.
>
> NOISE
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> Noise problems have long been an issue for many
> residents in the Manor and the Knolls, and they have
> reported these problems to NBCU directly. Noise
> measurements should be taken in areas of known
> complaints. Additionally, the EIR should address how
> changes in topography would alter noise patterns in
> neighboring communities.

>
> Community Character
> L.A. City Planning has long embraced specific plans
> designed to preserve the existing character,
> density,
> and massing within distinct areas. Universal City's
> so-called Vision Plan, including the current
> proposal
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> of the hillside neighborhoods surrounding it. The
> plans now on the table would not only compromise
> historic sites such as Campo de Cahuenga, they would
> also adversely affect the quality of life in
> adjacent
> hillside communities, and threaten public safety in
> an
> area where the Fire Department and other agencies
> involved in Emergency response area already operate
> under tremendous duress. The EIR must address these
> community character and public safety issues.
>
> Unless and until NBCU can satisfactorily explain how
> it intends to address and mitigate all of the
> above-identified issues, its plan should not be
> permitted to proceed. Otherwise, the consequences
> for
> surrounding communities would be ruinous.
>
> Sincerely,
>
> D.M. Osborne
>
> D.M. Osborne
> 323.874.6548

D.M. Osborne
323.874.6548

From: DM Osborne <dm_osborne@sbcglobal.net>
To: <jon.foreman@lacity.org>
CC: <renee.weitzer@lacity.org>, <bsaltzman@bos.org>
Date: 8/18/2007 6:07 PM
Attachments: NBCU_scopingcomments_for_JonForeman

ATTACHED AND PASTED BELOW ARE PUBLIC COMMENTS FROM THE NBCU SCOPING MEETING

CASE#: ENV 2007-0254-EIR

COMMENTS dated 8-15-2007 following the public scoping meeting of August 1, 2007

SUBMITTED TO: Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring St., Room 601
Los Angeles, CA 90012
VIA: email: jon.foreman@lacity.org

NAME: D.M. Osborne
ADDRESS: 6513 Lakeridge Road, LA 90068
PHONE: (323) 851-3140

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Noise problems have long been an issue for many residents in the Manor and the Knolls, and they have reported these problems to NBCU directly. Noise measurements should be taken in areas of known complaints. Additionally, the EIR should address how changes in topography would alter noise patterns in neighboring communities.

Community Character

L.A. City Planning has long embraced specific plans designed to preserve the existing character, density, and massing within distinct areas. Universal City's so-called Vision Plan, including the current proposal for the MTA site, is inconsistent with the character of the hillside neighborhoods surrounding it. The plans now on the table would not only compromise historic sites such as Campo de Cahuenga, they would also adversely affect the quality of life in adjacent hillside communities, and threaten public safety in an area where the Fire Department and other agencies involved in Emergency response area already operate under tremendous duress. The EIR must address these community character and public safety issues.

Unless and until NBCU can satisfactorily explain how it intends to address and mitigate all of the above-identified issues, its plan should not be permitted to proceed. Otherwise, the consequences for surrounding communities would be ruinous.

Sincerely,

D.M. Osborne

From: DM Osborne <dm_osborne@sbcglobal.net>
To: <jon.foreman@lacity.org>
Date: 7/16/2007 5:24 PM
Subject: Resident Comment on Scope of EIP for Thomas Properties/MTA site on Lankershim

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

Dear Mr. Foreman:

We are homeowners in Lakeridge Estates, a mid-century, single-family hillside neighborhood that will be affected by all phases of NBC Universal's so-called "vision plan," including the development of the MTA/Thomas Properties site on Lankershim. We share the view expressed by hundreds of area residents that the Environmental Impact Reports concerning these development proposals must include a thorough and sound analysis of traffic, parking, and community character issues.

Hollywood, the Cahuenga Pass, and adjacent areas have all experienced a dramatic and ongoing increase in density and development in recent years, and yet the necessary enhancements to the affected surface streets and freeways have not kept pace. During morning and evening rush hours, Cahuenga, Highland, and resemble parking lots. During summer months, events at the Hollywood Bowl add significantly to congestion and lengthy back-ups on both Cahuenga and Highland. Rarely is the 101 freeway a viable alternative.

The Department of City Planning should do everything in its power to ensure that the traffic impacts of the Thomas Properties/MTA proposal are identified early and addressed before any construction begins. At each step in the process, approvals and entitlements must be tied to and contingent upon completion of concrete mitigation measures.

Some have suggested that the new commuters drawn to this area by the Thomas Properties development will rely exclusively on mass transit, and, therefore, will have a negligible impact on local traffic. That suggestion is preposterous. It would be far more reasonable and sound for the City to begin right away advising the property owners and developers that they must share the burden of accommodating increased traffic.

L.A. City Planning has long embraced specific plans designed to preserve the existing character, density, and massing within distinct areas. Universal City's so-called Vision Plan, including the current proposal for the MTA site, is inconsistent with the character of the hillside neighborhoods surrounding it. The plans now on the table would not only compromise historic sites such as Campo de Cahuenga, they would also adversely affect the quality of life in adjacent hillside communities, and threaten public safety in an area where the Fire Department and other agencies involved in Emergency response already operate under tremendous duress. The EIR must address these community character and public safety issues.

Sincerely,
Donald R. Brown
D.M. Osborne
6513 Lakeridge Road
Los Angeles CA 90068

D.M. Osborne
323.874.6548

From: <MIRIAMBPALACIO@aol.com>
To: <jon.foreman@lacity.org>
CC: <Renee.weitzer@lacity.org>, <bsaltzman@lacbos.org>
Date: 8/20/2007 12:42 PM
Subject: (no subject)

RE: SCOOPING MEETING - NBC-UNIVERSAL
NOTICE OF PREPARATION CASE # ENV 2007-0254-EIR

August 15, 2007

Mr. Jon Foreman e-mail: _jon.foreman@lacity.org_
(mailto:jon.foreman@lacity.org)
City Planner / Project Coordinator
Dept. of city Planning
200 North Spring Street Room 601
Los Angeles, CA 90012

Dear Mr. Foreman:

I am a resident of the Hollywood Manor for almost 30 years. Our home at 3375 Blair Drive is the closest residence to the NBC-Universal Vision Plan. The proposed Universal Village development is over 10 times the size of the adjacent Hollywood Manor, and it is not compatible with the existing single family residential area.

This is a massive development that fails to address the cumulative traffic impact that this project will have in our community and lifestyles. The density is totally inappropriate and it needs to be substantially reduced. In addition traffic mitigation should be completed before any permits are granted.

The Preliminary EIR needs to address:

1) TRAFFIC:
Mitigation to encompass the joint impact that the MTA-Universal, and Vision Plan projects will have on our community, together with the many developments currently being constructed on Cahuenga, Barham, Ventura, Lankershim Boulevards and the city of Burbank. We are already at near-gridlock and I don't see any comprehensive plan to ease the situation now or in the near future. Realistic consideration of the traffic impact needs to be addressed before starting construction.

Seriously investigate the possibility of continuing the East – West road alongside the Los Angeles River from Forest Lawn Drive to Lankershim Blvd and the 101 Freeway in order to divert traffic from the heavily congested Barham and Cahuenga Boulevards.

The proposed traffic egress / ingress from the "Great Street" to Buddy Holly Drive (Coral Drive) needs to be carefully reviewed. This two-three-lane road is already overloaded with confused drivers exiting the 101 Freeway to enter Universal. In addition there is the traffic originating from Barham Blvd to enter the 101 Freeway, and now the proposed project calls for adding additional traffic from the "Great Street".

No opening should be allowed of any connecting streets from the Hollywood

No opening should be allowed of any connecting streets from the Hollywood Manor for egress or ingress into the proposed Universal Village.

2 AESTHETICS
Protection of all existing views.
Enclose and conceal all parking structures from the Manor
No roof parking allowed
Roof top treatment for all the buildings

3) AIR POLLUTION
Additional traffic, air pollution and exhaust from the projected increase in day trips, parking lots, as well as during the many years of construction.

4) NOISE AND LIGHT
We constantly experience, especially on weekends, noise from car alarms and horns during the day and late at night, so all additional parking lots should be enclosed.

5) COMMUNITY IMPROVEMENTS
Bury all utilities for the Manor
Extensive landscape between any new residential developments and the Manor

6) ENVIROMENTAL PROTECTION
Protection of all existing wild life
Protection of all existing mature trees

We also need to be assured that once the EIR is approved that no other changes are made to the final draft without knowledge and agreement of the community. In the past many agreed and fairly addressed concerns of the community somehow were deleted from the final EIR .

Sincerely,

Miriam Palacio
3375 Blair Drive
Los Angeles, CA. 90068

Cc:
Renee.weitzer@lacity.org (mailto:Renee.weitzer@lacity.org) ,
bsaltzman@lacbos.org (mailto:bsaltzman@lacbos.org)

********** Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

Date: August 1, 2007

Time: 4:00 p.m. to 8:00 p.m.

Location: ***HILTON LOS ANGELES/UNIVERSAL CITY HOTEL***
555 UNIVERSAL HOLLYWOOD DRIVE
UNIVERSAL CITY, CA 91608*

The enclosed materials reflect the current scope of the Project (subject to change) which is located in an area of interest to you and/or the organization you represent. An Environmental Impact Report (EIR) will be prepared and submitted to the Department of City Planning. The Department of City Planning welcomes all input regarding the environmental impacts of the proposed project and the issues to be addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written communications** must be submitted to this office by ***August 20, 2007****. Written communications will also be accepted at the scoping meeting described above.

Please direct your comments to:

Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012
Fax: (213) 978-6566
Jon.Foreman@lacity.org

RECEIVED
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AUG 01 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

S. Gail Goldberg, AICP
Director of Planning

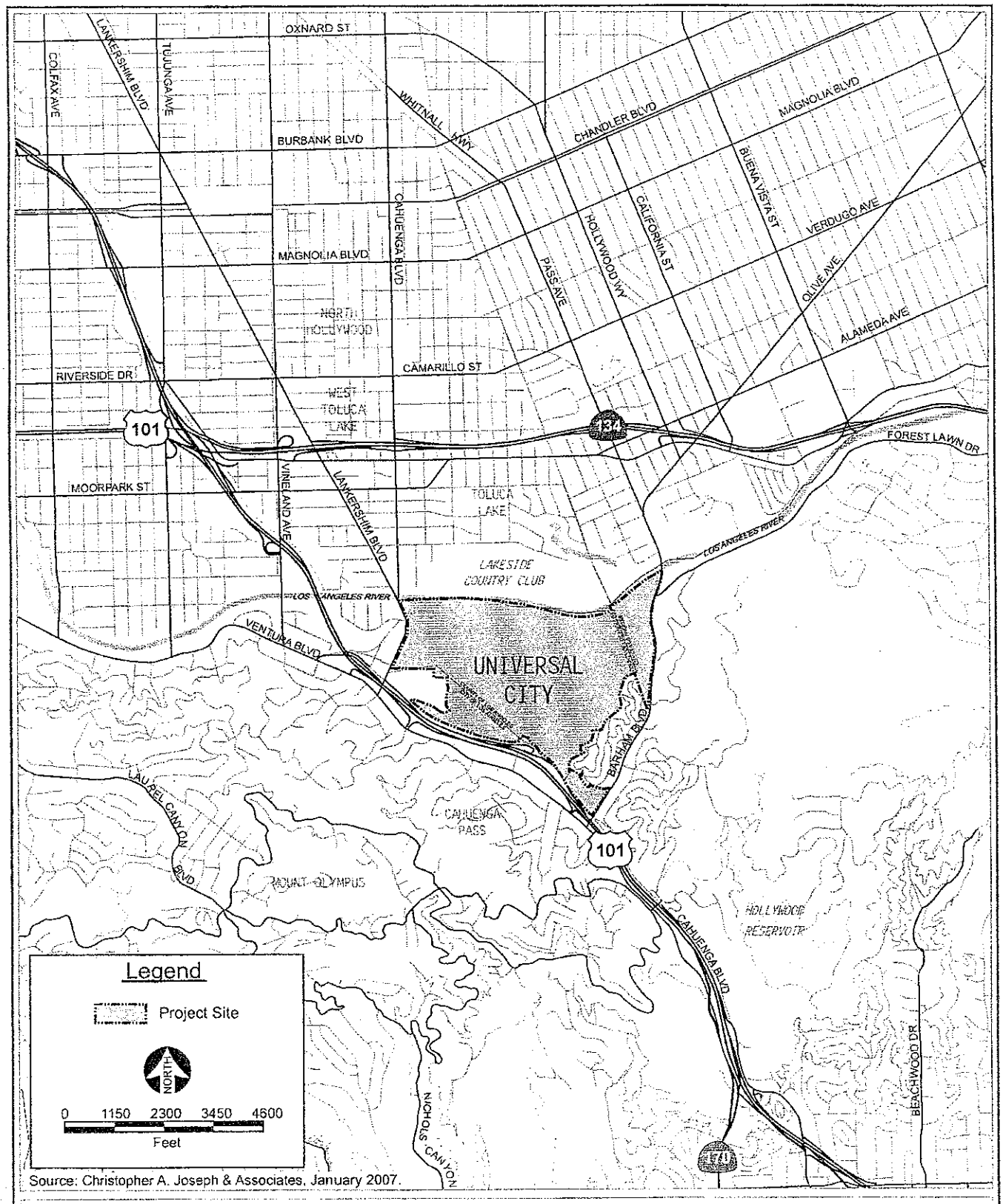
Jon Foreman
City Planner, Project Coordinator

Enclosures

I'm opposed to this Project; Reasons - sewer systems, pollution, traffic and parking.

Sincerely,

DARRELL PARSONS
10011 Tikita Pl.
N. Hollywood, CA 91602



Source: Christopher A. Joseph & Associates, January 2007.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure II-2
Project Location Map

addressed in the EIR. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by August 9, 2007. Written comments will also be accepted at the scoping meeting described above.

Please direct your comments to:

Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Room 601
Los Angeles, CA 90012
Fax: (213) 978-6566
Jon.Foreman@lacity.org

RECEIVED
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JUL 16 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

S. Gail Goldberg, AICP
Director of Planning

Jon Foreman
City Planner, Project Coordinator

Enclosures

JULY 12 2007

I WOULD VOTE FOR THIS PROPOSAL, EXCEPT FOR.

THE SEWER PROBLEMS,TRAFFIC & SMOG PROBLEMS INCREASE,

MORE WATER PROBLEMS,

SIGNED Darrell Parsons
10011 Tikita Pl
Toluca Lake CA 91602

DARRELL PARSONS
10011 TIKITA PL
TOLUCA LAKE CA, 91602

SANTA CLARITA
CA 913 6 L
12 JUL 2007 PM

RECEIVED
CITY OF LOS ANGELES
JUL 16 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

JON FOREMAN
CITY PLANNING COORDINATOR
DEPT OF CITY PLAN

Proposed Universal expansion

8-1-07

RECEIVED
CITY OF LOS ANGELES
AUG 13 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Jon Foreman,

I am concerned about the proposed expansion of Universal studios.

The Barham corridor is often over congested and it takes just one incident to completely close all access out or into our residential neighborhood.

I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME ANDY PATAMAS, OWNER

8/2/07 **Date** 3351 PRIMERA

Address LA CA 90068

Proposed Universal expansion

8-1-07

RECEIVED
CITY OF LOS ANGELES
AUG 13 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Jon Foreman,

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I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME C. PATARAS - OWNER ✓

8/1/07 **Date** 3349 PRIMERA

Address L.A CA 90068

Proposed Universal expansion

8-1-07

Jon Foreman,

I am concerned about the proposed expansion of Universal studios.

The Barham corridor is often over congested and it takes just one incident to completely close all access out or into our residential neighborhood.

I want my voice to be heard and for you to protect the quality of life and accessibility I need to continue to enjoy my home and life in the Lake Hollywood residential community.

I am against the proposed expansion that will create a traffic issue and density issue that will negatively affect my ability to access my home.

NAME Kavita Patil

Date 8/7/07

Address 3349 Primera Ave., #1
Los Angeles 90068

MR. & MRS. HERBERT W. PENCILLE

FACSIMILE TRANSMITTAL SHEET

TO: Jon Foreman

FROM: Herbert W. Pencille

COMPANY: Dept. of City Planning

DATE: 8-13-07

FAX NUMBER: 213/978-6566

TOTAL NO. OF PAGES INCLUDING COVER: 2

PHONE NUMBER:

SENDER'S REFERENCE NUMBER:

RE: Universal City Vision Plan (EIR)

YOUR REFERENCE NUMBER:

☐ URGENT ☒ FOR REVIEW ☐ PLEASE COMMENT ☐ PLEASE REPLY ☐ PLEASE RECYCLE

NOTES/COMMENTS:

12322 DEBBY STREET NORTH HOLLYWOOD CA. 91606
818-762-1886

MR. & MRS. HERBERT W. PENCILLE

August 13, 2007

Jon Foreman
City Planner/Project Coord.
Dept. of City Planning
200 N. Spring St., Rm. 601
Los Angeles, CA 90012

RE: Universal City Vision Plan (EIR)

Dear Mr. Foreman:

As a sixty year resident of the North Hollywood area, I would like to comment on a couple of areas that I feel need particular attention in the proposed Environmental Impact Report.

Specifically, the need for in-depth study and recommendations concerning traffic flow mitigation. I am sure that this has been studied at great length but I cannot emphasize how extremely important that this item is to the surrounding communities.

The second area is housing. It appears that single family dwelling type housing is out of the question due to lack of available land, so I am sure that town houses, condos and apartments will have to be the alternatives. But this must be accomplished in a functional yet tasteful manner with as much open space as possible.

I know that there are many other matters to be considered but these two are very important. I am sure that this project, if done carefully and well thought out, will be a great benefit to the Valley and the entire city of Los Angeles.

Thank you.

Very truly yours,

Herbert W. Pencille

Herbert W. Pencille

HWP/m

cc: Renee Weitzer
Ben Saltsman
Universal City Vision Plan

12322 Debby Street . North Hollywood, CA 91606
Phone and Fax . 818/762-1886

From: <MSEPLS@aol.com>
To: <jon.foreman@lacity.org>, <renee.weitzer@lacity.org>, <bsaltzman@lacbos....
Date: 8/20/2007 4:42 PM
Subject: Response re NBC/Universal (Myopic) Vision Plan

August 19, 2007

To: Jon Foreman
cc: Renee Weitzer
cc: Ben Saltzman

From: Eileen Peterson, 3525 North Knoll Drive, Los Angeles, CA 90068; 323-850-5452
Resident of Hollywood Knolls for 32 years; VP, Hollywood Knolls Community Club

Re EIR Preparation for Universal NBC Vision Plan as presented in the public scoping meeting of August 1, 2007

FYI: Others have written of facts and regulations; I speak to you of excess and portentous outcomes

I have both sentimental and practical reasons for being supportive of development at Universal. As a unit production publicist, my first assignment in LA was for "The Sting," which was filmed almost entirely on the lot. I had an office on the fifth floor of the Black Tower, at the time the tallest building for miles. Magic Time.

Like many in production, I rue the trend of runaway production depriving us of work, income and family life. I fully understand that many of the older production facilities must be streamlined and modernized. CityWalk needs to be refreshed. Beyond the borders of the official Universal Studios, vacant acres are burning a hole in corporate eyeballs.

IT'S TIME TO JUST REMODEL AND IMPROVE WHAT EXISTS. It's not time to jam commercial and/or residential square feet into every undeveloped crevice of the property.

Here in the Hollywood Knolls/Hollywood Manor/Lakeridge Estates, we are a totally residential community of 780 homes. We have no "town" like Toluca Lake and Studio City. Every time we need something, we must get in the car and go there. We are locked in by Cahuenga East and Barham Boulevard, roadways that have been overcapacity for decades.

The long term effect of the Vision Plan, IN COMBINATION WITH THE LANKERSHIM MTA COMMERCIAL DEVELOPMENT, is a forecast for Disaster. A native of NYC, I am comfortable with and welcome the possibility of a Los Angeles that is more mass transit-based than now, but I believe it is not likely to happen on a significant level in a reasonable time frame. I take the Metro downtown frequently from the Universal station but need to be dropped off and picked up because parking is so inadequate. Where's the sense in that?

TRAFFIC, TRAFFIC, TRAFFIC

I agree with Planning Director Gail Goldberg who has said that Los Angeles should develop its own system of estimating traffic based on the way people here

drive and where they live. Recent reports have indicated that you can't get commuters into those carpool lanes because basically they're just not carpooling. Economic factors and corporate/institutional incentives help. But not for everyone. I know a LA Unified teacher who commutes from Palmdale to a school in downtown LA. Another acquaintance drives here from Rialto. Santa Clarita. I'm sure this is what Gail Goldberg means.

We are both a Regional Corridor and a workplace-and-entertainment Destination, especially together with Hollywood. Speaking of which, has Hollywood planned enough parking structures that cities like Beverly Hills, Santa Monica and West Hollywood provide?

Other sources of new drivers: I predict that our hardworking immigrant population who are currently lowpaid service workers and the primary users of our buses and metro trains, are raising and educating a generation of future workers who each look forward to earning enough to buy their own cars and get off the buses. Across the city, especially in inconvenient hillsides areas, getting a car is often a necessity, as well as a rite of passage for older Los Angeles teenagers. This is a strange and sprawling city.

The Universal Vision Plan of 3000 residential units is in itself too much volume to squeeze into this unique hillside landscape. It's called the CAHUENGA PASS for a real reason -- the 101 Freeway mimics "a pass" between some significant mountains, and Barham Boulevard is a part of that passageway.

The problem with the VISION PLAN, which might be feasible at much lower numbers and with extraordinary traffic improvements, is that it is smack in the middle between the UNIVERSAL LANKERSHIM METRO PROJECT and the RESIDENTIAL REDEVELOPMENT OF HOLLWYOOD. The commercial buildout at Lankershim Metro attracts the worse kind of traffic, commuters with commuter schedules. Will they use the transit system? Will they live there? Not many, I'm afraid.

Re Residential Redevelopment of Hollywood. All those people staying in the W Hotel, all those young execs buying half-million dollar condos - will they be walking and taking mass transit? If a person buys a condo for $500,000, how do they get to their job in Century City, the West Side or the Valley? Answer: in their leased Audi.

In other words, have you really factored in a dose of reality to the operational lifestyle of the New Hollywood? Maybe in a computer model but what how it will really be like? You really can't know. And therefore, you can't intelligently promote these two additional mega-developments until we absorb the changes in Hollywood. Gail Goldberg wisely cautions, "We are seriously underestimating the cumulative impact of the growth in a community."

My husband Mike Shapiro had a production company on Seward in Hollywood for over 30 years. He drove 10-12 minutes on Cahuenga East to get home, a mere 4 miles! By 2002, it took a half-hour, 45 minutes during the winter holidays. In 2005, I cleared out the guesthouse and he moved in. We're lucky we had that option. Traffic is crippling this city.

I'm going to be highly dramatic here when I say PLEASE DON'T LET THIS BY OUR CITY'S "IRAQ." In other words, don't invade this fragile narrow corner of the San Fernando Valley with the irreversible construction of these ill-conceived mega-developments. Once it gets started, there may be no way to stop the mess.

Back to the drawing board. While you're there, try:

o Cutting the project in half

o Incorporate some aesthetic features in a flyover of Barham (at Forest Lawn)
(If we have to look at it, make it graceful and interesting)

o Including planted medians for beauty and safety as much as possible

o Running a traffic study of an East-West connection from Forest Lawn to Lankershim

o Conditioning the project against the traffic situation that emerges fromNew Hollywood

Most of all,
Go back to the MTA Lankershim project and ADD UP the traffic numbers and cut that one back even more than half, but add lots of parking for MTA users. This parking must be validated so that it is not used for Universal employee parking or /CityWalk tourists.

Thank you,

Eileen Peterson
323-850-5452

****
Get a sneak peek of the all-new AOL at
http://discover.aol.com/memed/aolcom30tour

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

DATE: August 1, 2007

NAME: Marianne Franco Poravas ✓
ADDRESS: 3463 TROY DRIVE
PHONE: 323-850-1359

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: Please build a sidewalk from our neighborhood in the Hollywood Manor to the Hollywood Bowl. It's a shame that we live in a city but we can't walk anywhere in our neighborhood!!

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AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: MART PORTER

ADDRESS: 2901 LAKERIDGE DR LA 90068

PHONE: 323 874 1448

☑ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☐ ✓Biological Resources
- ☑ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☑ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: CONCERNED OVER THE ADDITIONAL TRAFFIC AND DELAYS DURING ANY CONSTRUCTION

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CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

From: <dragosine@earthlink.net>
To: <jon.foreman@lacity.org>
Date: 8/2/2007 5:19 PM
Subject: Universal City Vision Plan

Dear Mr. Foreman,

I would like to add my suggestions to the public comments on the Universal City Vision Plan.

I have been in the neighborhood long enough to know that we won't be able to stop this plan, but I would like to strongly suggest that the city insist that the project be built from sustainable materials, with strict green building standards, a dedicted greenspace and protect the historical Campo de Cahuenga.

Replacing the heritage trees that were taken out when Lankershim was widened a mere nine years ago would be a plus too.

This could make the project a standard bearer for future development in Los Angeles and an encouraging sign that our local governments are paying attention to the environmental degradation that their policies and decisions make.

Thank you.

Dorrit Ragosine
3855 Fredonia Drive
Los Angeles, Ca 90068

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Jerry Rodriguez <jnp4ever7@yahoo.com>
To: <jon.foreman@lacity.org>
Date: 8/16/2007 7:29 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Jerry Rodriguez
Mission Hills

PS:

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: JOE RUSSO (MEMBER OF HOLLYWOOD KNOLLS SINCE 1962)

ADDRESS: 6523 LAKERIDGE RD

PHONE: (323) 851-5523

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: COMING DOWN LAKERIDGE RD TO TRY TO GET ON TO CUENGA IS ALMOST IMPOSSIBLE. CARS GOING NORTH TO BARHAM CROSS OVER THE SOLID LINE USING TWO LANES, LEAVING NO SPACE FOR A CAR TO GET ONTO CUENGA. COULD A DOUBLE SOLID LINE BE PAINTED IN, OR BETTER YET, SOME CONES TO FORCE THE CARS TO STAY IN THEIR OWN LANE.

THE DEBRIS FROM HOMELESS AND WHOMEVER ELSE ALONG CUENGA, FROM LAKERIDGE RD IS DISGRACEFUL.

SPEED BUMPS WOULD DETER SPEEDERS GOING UP & DOWN LAKERIDGE.

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Mr. Jon Foreman
City Planner/Project Coordinator
Department of City Planning
200 N. Spring Street, Rm. 601
Los Angeles, CA 90012
Fax: (213) 978-6566

August 20, 2007

Dear Mr Foreman,

RE: UNIVERSAL CITY VISION PLAN – ENV 2007-0254 EIR

After carefully reviewing the Universal City Vision Plan, I believe the project will be unquestionably beneficial because it will create lots of new jobs in our East Valley area. As someone who lives very close by to the area of the project, I believe the effect on traffic would not be significant. I also believe that a project of this magnitude would definitely make our community more prestigious to live in.

Sincerely,

George Saikali
456 East San Jose Avenue
Burbank, Ca. 91501

Cc Renee Weitzer, Chief of Staff/Chief Planning Deputy,
Councilman Tom LaBonge,
Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky

From: <Andls@aol.com>
To: <jon.foreman@lacity.org>
Date: 7/30/2007 8:12 AM
Subject: RE: Universal City expansion

TRAFFIC ISSUE

The proposed Universal City expansion project, aka Universal City Vision Plan, is designed to generate more visitors, more employees, and more residents to the Universal property. This will no doubt cause much more traffic on Barham Blvd, which is already an overcrowded overused main north/south connector thoroughfare to and from the Universal, Warner Bros. and Burbank area.

I have lived on Barham Blvd for 20 years and have seen traffic on this street substantially increase every year, making it now difficult and often dangerous to enter and exit the immediate area. The Universal expansion project will only make this traffic problem worse.

Without properly mitigating traffic on Barham Blvd (including Forest Lawn Drive at Universal and Olive Avenue in Burbank) any substantial expansion at Universal would be detrimental to area residents who live in, and travel through, the Barham Blvd area.

Very truly yours,

Andrew Salad
3716 Barham Blvd
Los Angeles, CA

********** Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Joanna Sandsmark <jsandsmark@roadrunner.com>
To: <jon.foreman@lacity.org>
Date: 8/14/2007 9:41 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Joanna Sandsmark
Studio City

PS: As long as the plan doesn't harm the environment, I'm all for it.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Joanna Sandsmark <jsandsmark@roadrunner.com>
To: <jon.foreman@lacity.org>
Date: 8/8/2007 11:01 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Joanna Sandsmark
Studio City

PS: Please support affordable housing. Low income shouldn't condemn one to gang banger neighborhoods.

From: Francesca Scalpi <fredoniawatch@pacbell.net>
To: <Jon.Foreman@lacity.org>
CC: <Bbbecker@sbcglobal.net>, Linus Bittner <lhbit@earthlink.net>, Lauren Bo...
Date: 8/21/2007 12:11 AM
Subject: MTA Development at Lankershim Blvd & Cahuenga Blvd

Email To:
Jon.Foreman@lacity.org

To the members of the Environmental Board:

From:
Fredonia Drive Home Owners:

Stephen and Michelle Marks - smarks@evolution-ent.com
3691 Fredonia Drive, Los Angeles, CA 90068

Steve Kramer and Melora Harte - m4harte@sbcglobal.net
(323) 851-1883

Scott Owens - FutureCom@earthlink.net
3690 Fredonia Drive, Los Angeles CA 90068

Francesca Scalpi - laoffice@pacbell.net
3682 Fredonia Drive, Los Angeles CA 90068

Lotus Fong - l_fong@pacbell.net
3684 Fredonia Drive, Los Angeles CA 90068

Clare Freeman - CFreeman@toddao.com
3754 Fredonia Drive, Los Angeles CA 90068

The following input is from 6 homeowners who live on Fredonia Drive in Los Angeles, California. Fredonia is four-block street starts at Lankershim Blvd., and ends at Cahuenga West at the Nissan dealership.

CURRENT RESIDENTIAL/RETAIL/OFFICE DEVELOPMENTS include the recently completed apartment complex on Lankershim Blvd. at Valleyheart Dr., the Hanna-Barbera renovation & the new development that was the former home to the Braille Institute on Cahuenga West. The current traffic and parking are already problematic and these businesses have yet to open.

The neighborhood is already impacted from visitors to the Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. Adding additional retail, hotel, homes and an expanded theme park will create a logistic nightmare.

Here are some of the issues and impact we believe will result from the three large developments surrounding our neighborhood.

AESTHETICS: The high-rises and/or roof tops will replace the visibility of nature, and the mountains.

AIR QUALITY: Increased vehicles will impact the smog levels to those of us who work and/or reside in this area.

BIOLOGICAL RESOURCES: It is now fact that increased density (population, autos and structures) cause "urban heat island" effect. As per an article in "Newsweek" (November 23, 1998) case studies were cited in Salt Lake City, as well as other areas, showing the negative impact. It can increase temperatures, smog, air conditioner use, toxic components in the air, asthma, etc. It creates its own "ozone" layer, and

as such is very unhealthful and eco-unfriendly. The Akbari research group (cited in this article) went on to state that if 5% of L.A.'s area were to be planted with trees (approx. 10 million) and lighter-colored roofs were substituted for dark, the result could be a 10% decrease of ozone levels for L.A.

CRIME: Graffiti, vandalism, theft and physical violence have grown substantially with the growth of City Walk. The neighborhood has been impacted by roving bands driving through the neighborhood at high speeds smashing parked cars and stealing landscaping.

CULTURAL RESOURCES: The proposed development by the MTA will negatively impact the Campo de Cahuenga historical landmark.

HAZARDS: Already the roads of the Hollywood Hills are increasingly being used as alternate commute routes from "over the hill". The pedestrians are forced to share the streets with autos because there are no sidewalks; furthermore, parking is allowed only on one side in selected areas because of the minimal street width. Add to the "recipe" that they are in heavy disrepair, never cleaned, and more populated with commuters who ignore all stop signs, speed indicators, etc. With this increased development, it is only a matter of time that someone will be seriously hurt or killed on Fredonia Drive, or Wrightwood, or any of the other routes to Mulholland.

LAND USE: Why are we adding more concrete jungles to our neighborhood instead of more green public not commercial space.

NOISE: The noise has been steadily increasing. The outdoor entertainment at City Walk is a noise nuisance as well as the fireworks from Universal Studios. The added population these developments will bring will increase an existing problem. Recently media's helicopters make a daily and nightly visit as well as planes flying advertisements over Universal Studios.

POPULATION & HOUSING: The concept of "working in the area in which you live" does not decrease the amount of traffic or impact to the surrounding neighborhoods. Our experience has been that people in work in the area will chose to park on Fredonia and walk down to Cahuenga Blvd versus paying for parking in the building the work in. Today there is not enough parking on Fredonia for its existing residence. Because our area is zoned multi-housing many small lots are being purchased by developers to build more condos and apartment houses in place of small single family homes.

RECREATION: There is very little space for our neighbors to go and enjoy the outdoors. There needs to be some plans for open park areas. If we have to travel all the way over to Griffith Park we will add to more congestion and polution.

TRAFFIC: It is our understanding that widen Lankershirm or Cahuenga Blvd is not possible. These streets are becoming part of the 101 during the rush hour traffic. Traffic is at a standstill before and after the events at the following venues; Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. Road rage is a common occurrence with people speeding through our small narrow street trying to snake their way up to Mulholland. We had one home owner have a car crash through a guard rail in front of her house after losing control by going too fast on a turn. If that guard rail was not there it would have crashed through her home. Several neighbors have had near misses with speeding cars as they walked with a neighbor or their pet. The stop sign at Fredonia and Wrightwood is being ignored with cars blasting through a three way intersection.

HELP US DO NOT IGNORE US: In the first meeting with the public the maps did not even have Fredonia Drive on the map. It had Lankershirm Blvd becoming a dead-end at the intersection of Lankershirm and Cahuenga. Please do not ignore the impact that these three huge developments will do to our neighborhood. We have heard in the past from city officials when we have brought up issues that a developer should not be punished for issues that are already a problem. That it is their right to build on their property as long as it is to code. These developers are not living with the impact they build these multiple units, sell them and take their money and run. The developers of these three proposed developments will not be living on Fredonia Drive. They will not have to deal with the traffic, noise,

pollution and poor quality of life. People come into our area and impact us everytime they visit City Walk, the Universal Theme Park, Gibson Amphitheatre, John Anson Ford Amphitheatre and the Hollywood Bowl. They do not have to live in the impact zone they come to party and play at our expense.

Fredonia Neighborhood Watch Blog http://www.lostdetails.typepad.com/fredoniawatch/

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fax 310 440 8525
www.naicapital.com

1640 South Sepulveda Boulevard
Suite 500
Los Angeles CA 90025

August 2, 2007

Jon Foreman
City Planner / Project Coordinator
Department of City Planning
200 North Spring Street, RM #601
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
AUG 07 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

RE: Universal City Vision Plan – ENV 2007-2054 EIR

Dear Mr. Foreman:

Regarding the above referenced preparation of the environmental impact report, there is no doubt the Universal City Vision Plan has the potential for job creation, economic development, new housing construction, etc. all to the benefit of the City of Los Angeles and County of Los Angeles. With that, it is important that the EIR address how the projected tax revenue will be utilized (i.e. subsidize workforce housing, enhanced police and fire service in the local community, enhance the local schools – not city wide services that do not benefit the local community).

The proposed project will have a decided increase in the overall density of the project site and transportation / circulation will play a major role in community acceptance. A detailed and factual analysis of the project impact on traffic should be part of the EIR process, not projections based on unrelated formulas (i.e. suburban traffic models with no relation to the entertainment / tourism industry). Examples: peak hour calculations should be studied to the extent that the theme park traffic and studio traffic extends peak hour traffic and timelines for implementing any traffic improvements.

I would expect these and other issues will vent through the public process and I look forward to the response.

Sincerely,

NAI Capital, Inc.

Marty Shelton

Marty Shelton
Vice President
(310) 440-8500

mls1045.doc

cc: Renee Weitzer, Chief Planning Deputy, Councilmember Tom LaBonge
Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky

Toluca 'Crossroads' School

4814 Cahuenga Blvd.
N.Hollywood, Ca 91601
818 980-3688

To: Jon Foreman
City Planner - rm 601

Fax #: (213) 978.6566

Company:
L.A. Dept of City Planning

From: Toluca 'Crossroads' School
I. T.Z. Sofroniew

Fax #: (818) 980.3563

Telephone#: (818) 980.3688

Subject:
Univ. Vision Plan - ENV 2007-0254 EIR

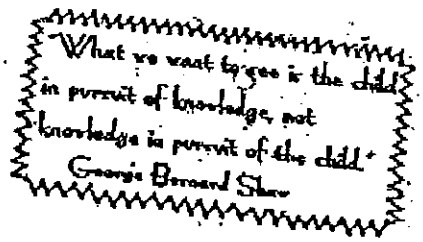
Sent: 8/16/07 ***Pages:*** 2 incl. this one

Message: pls forward asap
(we almost missed the deadline)

thank you!

Toluca 'Crossroads' School

4814 Cahuenga Blvd. N. Hollywood
California 91601
818-980-3683
Since 1969



JON FORMAN
City Planner
Department of City Planning
200 N. Spring St, Rm 601
Los Angeles, CA 90012

To Whom It May Concern - re UNIVERSAL CITY VISION PLAN-ENV 2007-0254 EIR

This letter is written in support of your project.

And most probably this won't exactly endear me to a number of my immediate neighbors. Let me assure you that my convictions come from not only personal experience but from realistic and practical experience. I grew up in the craziest of the last war times and when it was over I was old enough and young enough to witness how my hometown Munich was rebuilt with great emphasis on the future ... the future does not go away ... it so far has only and always brought more people, more needs. Some of those people are our children, your children, my children for whom we should not forget the future ... it's not just about us ... the house and home, mother nature, a place and need for work as well as a place and need for contribution and entertainment.

When it comes to house and home it is high time to remember that not all citizens' "American Dream" still is the picket fence and lots of yard work. Many of us much rather call a smaller or larger jewel-box their home and do many a'more things on a weekend ... rather than pulling weeds.

As to planned open space and the means of transportation, I know not very much about those plans whithin this proposed project. I would agree it to be a most important matter. Some of Munich's most beautiful and functional streets and boulevards were built by a king of some time ago, who was thought to have been crazy while he had a vision of the future and built them many, many times too wide, too big, "they" thought. Guess, the present Munichians don't think so anymore. (I know, it's my hometown.)

Last but not least, I am wondering ..... has any thought been given (and how much) that there undoubtedly will be also children occupying some of this project. Children are much more fun to live with and much less of a "nuisance" when the community is well prepared for them. When I just think of the book that could be written about the attitudes and the difficulty I encountered before our school and centers got put together. I dare say both (one has been sold --- too much for me now), have done well for the community. An added playground, or two, would be a wonderful thought and should certainly enhance any idea of home developments.

With the best of wishes, most sincerely,
Irmie T.Z. Sofroniew - 8/16/07
Irmie T.Z. Sofroniew --- and our 'Crossroads' staff

...not just a school, A way of life.

cc: Renee Weitzer, Ben Saltsman, Paul D. Tyler

Toluca 'Crossroads' School

4814 Cahuenga Blvd. N. Hollywood
California 91601
818-980-3688
Since 1969

"What we want to see is the child in pursuit of knowledge, not knowledge in pursuit of the child."
George Bernard Shaw

JON FORMAN
City Planner
Department of City Planning
200 N. Spring St, Rm 601
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

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Irmie T.Z. Sofroniew --- and our 'Crossroads' staff

...not just a school, A way of life.

cc: Renee Weitzer, Ben Saltsman, D. Tyler

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July 26, 2007

RE: Universal City Vision Plan..... ENV 2007-0254 EIR

Jon Foreman
City Planner/Project Coordinator
Dept. of City Planning
200 N Spring St. #601
Los Angeles, CA 90012

RECEIVED
CITY OF LOS ANGELES
JUL 30 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

Dear Mr. Foreman;

I'm strongly in favor of the new development plans for Universal City. The ability to bring additional housing to this area where so many are employed should be a good benefit in the resident's ability to use the transit opportunities of being in that location.

The economic impact should be favorable due to the construction work and the addition of new jobs that they project to benefit both the city & county of Los Angeles.

Additionally, I'd suggest reviewing the plan for green spaces, parks, trails, etc. so that the development isn't just a lot more concrete, but also visually adds to the area with significant plantings.

I had also heard about possible additional improvements to the street areas around Barham that might need to be reviewed.

I look forward to hearing more about this project as it advances.

All the best,

Bruce Spiegel
President
The Jewelry Factory div. CARETTA INC.
Past president Universal City North Hollywood Chamber of Commerce

Cc: Councilman Tom LaBonge
Supervisor Zev Yaroslavsky

Gold, platinum, silver, diamonds, gemstones, repair & appraisal services!

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Derek Stanley <derek@interactivate.com>
To: <jon.foreman@lacity.org>
Date: 7/24/2007 4:42 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Derek Stanley
San Diego

PS: I think this is great.

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AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Rafal Staros
ADDRESS: 3363 Charleston Way, LA, CA 90068 ✓
PHONE: 323 459 8518

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: I am deeply concerned about the added traffic that would come about if GE/Universal's redevelopment of their backlot moves forward. Traffic is already unbearable on Barham and the surrounding streets and the 101. I also feel that noise levels from the Universal property will dramatically increase due to the proposed homes/condos/apartments they wish to build. The road and walking paths that they want to build will also add noise that our neighborhood will hear. The current noise levels from Citiwalk and adjoining parking structures can be disruptive at times. Please ensure that these concerns are mitigated before moving forward with any plan approvals submitted by GE/Universal.

Many thanks!

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: RICHARD STILES

ADDRESS: 3286 BLAIR DR.

PHONE: 323 851-2596

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

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- ☐ Agricultural Resources
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- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

NO MORE TRAFFIC ADDED TO BARHAM

CUT NEW ACCESS FROM FREEWAYS TO UNIVERSAL

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CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

RECEIVED
CITY OF LOS ANGELES
AUG 13 2007
CITY PLANNING
~~COMMUNITY PLANNING BUREAU~~

NAME: Stephen Stone

ADDRESS: 3285 Blair Dr.. L A 90068

PHONE: 323-876-2644 (this forwards to wherever I am

- ☐ *This Input is regarding: (Please check all that apply)*

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
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- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: The thing I am concerned with is Traffic.
I do not see how the proposed mitigations will do what is necessary for the 2900+ families that will be living all around us.
The barham bridge cannot handle the traffic Now

making movies is one thing,, but changing zoning that is in place for a reason, seems like Politicians looking for a raise.

Make movies yes,tours yes.but 3000 more families using a 4 lane road...who are we kidding...

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: James Surtees <surteesco@roadrunner.com>
To: <jon.foreman@lacity.org>
Date: 8/19/2007 10:52 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

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Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

James Surtees
North Hollywood

PS: Aboost for area and an industries vital to our economy.

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: James Surtees <surteesco@roadrunner.com> ✓
To: <jon.foreman@lacity.org>
Date: 8/14/2007 9:36 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

James Surtees
North Hollywood

PS: Aboost to the rea economy by a corporation with a green plan.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: James Surtees <surteesco@roadrunner.com>
To: <jon.foreman@lacity.org>
Date: 8/9/2007 3:37 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

James Surtees
North Hollywood

PS: A definite boom to the economy of a redevoloping area and a boost to the tourism and entertainment businesses vital to So. CA.

From: <surteesco@adelphia.net>
To: Jon Foreman <Jon.Foreman@lacity.org>
Date: 8/7/2007 1:55 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Please include me on your interested parties list:
James T. Surtees
6624 Clybourn Ave. #156
North Hollywood, CA 91606
--
James T. Surtees
The Surtees Company, Inc.
surteesco@adelphia.net

---- Jon Foreman <Jon.Foreman@lacity.org> wrote:
> Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process. Unfortunately, at this time we cannot do notifications through email. Someday I hope we will get there.
>
> Thank-you,
> Jon
>
>
>
> Jon Foreman - City Planner
> Universal City Master Plan
> City of Los Angeles
> 200 N. Spring Street
> City Hall, Room 601
> PH 213-978-1171
> FAX 213-978-6566
> jon.foreman@lacity.org
>
>
> >>> James Surtees <surteesco@roadrunner.com> 8/6/2007 4:51 PM >>>
> Jon Foreman
> City Planner/Project Coordinator
> Los Angeles Department of City Planning
> Dear Mr. Foreman:
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>
> James Surtees
> North Hollywood
>
> PS: A boost to the economies of the area and two vital industries for So. CA.

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To: <jon.foreman@lacity.org>
Date: 8/6/2007 4:52 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

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James Surtees
North Hollywood

PS: A boost to the economies of the area and two vital industries for So. CA.

From: "Tank, Mikhail (NBC Universal)" <Mikhail.Tank@nbcuni.com>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/2/2007 11:28 AM
Subject: RE: Universal City Vision Plan . ENV 2007-0254 EIR

Thank you.

Mikhail Tank ▪ Assistant ▪ SOLS & DCS
100 Universal City Plaza, 1360/4/E-26 ▪ Universal City, California 91608
tel 818.777.4177 ▪ fax 818.733.4135 ▪ mikhail.tank@nbcuni.com

-----Original Message-----
From: Jon Foreman [mailto:Jon.Foreman@lacity.org]
Sent: Thursday, August 02, 2007 11:26 AM
To: Tank, Mikhail (NBC Universal)
Subject: RE: Universal City Vision Plan . ENV 2007-0254 EIR

Thanks Mikhail,
One day we will get into the electronic age.
Jon

>>> "Tank, Mikhail (NBC Universal)" <Mikhail.Tank@nbcuni.com> 8/2/2007
>>> 11:11 AM >>>
Good Day,

My address is
Mikhail Tank
100 Universal City Plaza, 1360/4/E-26
Universal City, California 91608

-----Original Message-----
From: Jon Foreman [mailto:Jon.Foreman@lacity.org]
Sent: Thursday, August 02, 2007 11:11 AM
To: Tank, Mikhail (NBC Universal)
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR

Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171

FAX 213-978-6566
jon.foreman@lacity.org

>>> Mikhail Tank <mikhail.tank@nbcuni.com> 8/1/2007 5:58 PM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers. Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Mikhail Tank
North Hollywood

PS: I believe the Vision Plan is a great idea!

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Mikhail Tank <mikhail.tank@nbcuni.com>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:58 PM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Mikhail Tank
North Hollywood

PS: I believe the Vision Plan is a great idea!

From: Joy Taylor <tataylor@earthlink.net>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/6/2007 11:01 AM
Subject: Re: The Vision Plan meeting.....

Mr. Foreman,
Thank you for your response. Yes, I would like to be included on your list.
I may already be on the list since I received notice from the city about the Vision Plan meeting.

Joy Taylor
3381 Blair Drive
Los Angeles, 90068-1401

I would also like to call your attention to todays front page article in The LA Times
on the over building of multiple family housing in Los Angles valley areas. I think it speaks
to the issue quite well.

Sincerely,
Joy
On Aug 6, 2007, at 10:14 AM, Jon Foreman wrote:

> Thank you for your comment. If you would like to be included on our
> interested parties list we will need an address in order to send you
> notices as this case moves through the City process. Did you already
> sign up?
>
> Unfortunately, at this time we cannot do notifications through email.
> Someday I hope we will get there.
>
> Thank-you,
> Jon
>
>
>
> Jon Foreman - City Planner
> Universal City Master Plan
> City of Los Angeles
> 200 N. Spring Street
> City Hall, Room 601
> PH 213-978-1171
> FAX 213-978-6566
> jon.foreman@lacity.org
>
>
>>>> Joy Taylor <tataylor@earthlink.net> 8/3/2007 5:34 PM >>>
> Mr. Foreman,
> On Wednesday August 1st. I attended the Vision Plan meeting at the
> Universal Hilton.
> Although I talked to many of the representatives from both NBC
> Universal and Thomas Properties
> I still fail to see why anyone would think putting 3000 housing units
> in the Cahuenga Pass is a good idea.

> Yesterday the city was doing work on Barham Blvd. and the 101
> at rush hour and traffic was backed up for miles on both sides of the
> freeway and on Barham back into
> Burbank. What do you think will happen if more development is added?
> Please fix the existing problems before attempting to add any more
> housing in the area.
> There are so many places of the city that need economic development and
> could handle the growth
> it seems foolish for the city to focus on an area that is so poorly
> suited to the expansion.
> I know what is in the deal for Universal and Thomas Properties but what
> is in it for the city?
> I know that the Mayor is pushing growth for all of Los Angeles but
> sometimes the old infrastructure should
> be reworked before anything new should begin. Let us all take heed from
> the horrific disaster that occurred in Minneapolis.
> Fix the problems that already exist before building anything new.
> Please study the Vision plans carefully.
>
> Sincerely,
> Joy Taylor
>
>
Joy Taylor

From: Joy Taylor <tataylor@earthlink.net>
To: <jon.foreman@lacity.org>
Date: 8/3/2007 5:35 PM
Subject: Re: The Vision Plan meeting.....

Mr. Foreman,
On Wednesday August 1st. I attended the Vision Plan meeting at the Universal Hilton.
Although I talked to many of the representatives from both NBC Universal and Thomas Properties
I still fail to see why anyone would think putting 3000 housing units in the Cahuenga Pass is a good idea.
Yesterday the city was doing work on Barham Blvd. and the 101 at rush hour and traffic was backed up for miles on both sides of the freeway and on Barham back into
Burbank. What do you think will happen if more development is added?
Please fix the existing problems before attempting to add any more housing in the area.
There are so many places of the city that need economic development and could handle the growth
it seems foolish for the city to focus on an area that is so poorly suited to the expansion.
I know what is in the deal for Universal and Thomas Properties but what is in it for the city?
I know that the Mayor is pushing growth for all of Los Angeles but sometimes the old infrastructure should
be reworked before anything new should begin. Let us all take heed from the horrific disaster that occurred in Minneapolis.
Fix the problems that already exist before building anything new.
Please study the Vision plans carefully.

Sincerely,
Joy Taylor

From: Joy Taylor <tataylor@earthlink.net>
To: <jon.foreman@lacity.org>
Date: 7/26/2007 10:18 AM
Subject: Re: The LA Times article on the development in the Cahuenga Pass.....

Mr. Forman,

I am writing once again to express concern about the Thomas properties/Universal project.
The article in the LA Times had a much more detailed map of the proposed construction and housing plans.
No wonder the surrounding neighborhoods are so up in arms. The Cahuenga Pass can not support this level of growth.
Have you driven this area at the morning or evening rush hour? Have you seen the problems when the Hollywood Bowl has a performance?
All traffic is forced through the narrows of the pass between the hills, not just traffic from the neighborhoods but all traffic on the 101. I live in the Hollywood Manor.
The only way in to the neighborhood is on Barham. There is no back road no secret short cut.
I understand that the Mayor is solidly behind the expansion but this is too much growth in an area unable to accommodate the the the size of the development.
Please consider a more modest approach to the plan.
We do not need more housing in the Barham/Cahuenga Pass area.

Sincerely,
Joy Taylor

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COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: JILL TEITELBAUM
ADDRESS: 3263 DE WITT DR LA 90077
PHONE:

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

AREA IS SUFFICIENTLY DENSE

WIDENING OF BANTAM FOOT LAWN AND LA RIVER NOT SUFFICIENT MITIGATION FOR PROJECT OF THIS SCALE.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: PAULA THEARD <PAULA.THEARD@LAUSD.NET>
To: <jon.foreman@lacity.org>
Date: 8/17/2007 9:52 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

PAULA THEARD
n. hollywood

PS: I love the concept of being able to afford to stay in this city!

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: PAULA THEARD <PAULA.THEARD@LAUSD.NET>
To: <jon.foreman@lacity.org>
Date: 8/14/2007 9:22 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

PAULA THEARD
n. hollywood

PS: looking forward to hearing new ideas about development!

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: JON THOMAS

ADDRESS: 3209 TAREGO DR

PHONE: 323 878 2763

☐ ***This input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☑ ✓Aesthetics
- ☐ Agricultural Resources
- ☑ ✓Air Quality
- ☑ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☑ ✓Geology & Soils
- ☑ ✓Hazards & Hazardous Materials
- ☑ ✓Hydrology & Water Quality
- ☑ ✓Land Use & Planning
- ☐ Mineral Resources
- ☑ ✓Noise
- ☑ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

TOO MUCH NOISE ALREADY
WE ARE OVERCROWDED ALREADY

ADDING TO ALREADY CROWDED TRAFFIC SITUATION

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COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: MARK TINDLE

ADDRESS: 3347 FLOYD TERRACE ✓

PHONE: 818-825-5757

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☒ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
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- ☐ ✓Hydrology & Water Quality
- ☒ ✓Land Use & Planning
- ☐ Mineral Resources
- ☒ ✓Noise
- ☒ ✓Population & Housing
- ☒ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

PLEASE MITIGATE TRAFFIC
PRIOR TO DEVELOPMENT OF ANY NEW
PROJECTS.

BARHAM NEEDS TO BE RELIEVED. OF EVER
INCREASING TRAFFIC CONGESTION.

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AUG 20 2007

CITY PLANNING
COMMUNITY PLANNING BUREAU

July 27, 2007

Jon Foreman
City Planner/Project Coordinator
City of Los Angeles
email: jon.foreman@lacity.org

Angela Tocchio
3466 Blair Drive
Los Angeles, CA 90068
323-874-1201

Regarding: NBC / Universal and Thomas Properties Project

Jon,

We live in the Hollywood Manor on the Blair Drive ridge.
My family and I are deeply concerned with the extra noise, traffic, obstruction of views, and especially the fact that these projects will bring on more crime in our quiet neighborhood. We are totally against any of our neighboring streets being connected to Universal Studios in any way. The last 11 years, we have witnessed a steady increase in traffic, with it excelling in the last 4 years! Our streets surrounding these projects are obviously already too congested, and there have been increased traffic violations, auto and pedestrian accidents. There has also been an increase with transients and crime in our neighborhoods as it is. Our neighborhood community strongly feels that this will not get any better if these projects move forward, without serious consideration of traffic and crime.

Please keep our neighborhood safe for our families.

Sincerely,

Angela 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)

From: rayt <raytinla@yahoo.com>
To: <jon.foreman@lacity.org>
CC: <Renee.weitzer@lacity.org>, <bsaltzman@lacbos.org>
Date: 8/16/2007 10:07 AM
Subject: Universal City Vision Plan
Attachments: L.A.City_InputCard.PDF

Please print out and see attched PDF of our concerns.

Sincerely,

The Tocchio Family
3466 Blair Drive
Los Angeles, CA 90068
323-874-1201

Boardwalk for $500? In 2007? Ha! Play Monopoly Here and Now (it's updated for today's economy) at Yahoo! Games.
http://get.games.yahoo.com/proddesc?gamekey=monopolyherenow

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 15, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: RAYMOND TOCCHIO & FAMILY

ADDRESS: 3466 BLAIR DRIVE LOS ANGELES CA 90068

PHONE: 323 - 874 - 1201

☒ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☒ ✓Aesthetics
- ☐ Agricultural Resources
- ☒ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☒ ✓Land Use & Planning
- ☐ Mineral Resources
- ☒ ✓Noise
- ☒ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☒ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: OUR MAIN CONCERNS

1. TRAFFIC - BOTH DURING + AFTER CONSTRUCTION.
2. Building Hieghts view obstructions from our Home on Blair Drive.
3. NOISE - WE ARE ALREADY experiencing Back up (BEEP) sounds from trucks + machinery. These sounds should be restricted after 7AM We have heard them as early as 4:30AM. These noises have been consistant more since June 2007.

1. TRAFFIC
2. NOISE
3. VIEW OBSTRUCTION

Sincerely, THE TOCCHIO FAMILY

July 11, 2007

Jon Foreman
City Planner/Project Coordinator
City of Los Angeles
email: jon.foreman@lacity.org

Raymond Tocchio ✓
3466 Blair Drive
Los Angeles, CA 90068
323-874-1201

Regarding: NBC / Universal and Thomas Properties Project

Jon,

We live in the Hollywood Manor on the Blair Drive ridge.
My family and I are deeply concerned with the extra noise, traffic, obstruction of views, and especially the fact that these projects will bring on more crime in our quiet neighborhood. We are totally against any of our neighboring streets being connected to Universal Studios in any way. The last 11 years, we have witnessed a steady increase in traffic, with it excelling in the last 4 years! Our streets surrounding these projects are obviously already too congested, and there have been increased traffic violations, auto and pedestrian accidents. There has also been an increase with transients and crime in our neighborhoods as it is. Our neighborhood community strongly feels that this will not get any better if these projects move forward, without serious consideration of traffic and crime.

Please keep our neighborhood safe for our 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)

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Phillip Valdez <phillip.valdez@nbcuni.com>
To: <jon.foreman@lacity.org>
Date: 8/13/2007 11:19 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Phillip Valdez
Studio City

PS: This is a most worthwhile plan for the area. Growth is inevitable, and GE has a bold plan for the area. I've been with Universal for 6 years and GE is the only Owner of the company that has taken a long range view of our future as employees and the Studio and Theme park as well as the surrounding community. They have my full support and I am tracking their progress and promises along the way.
Phillip Valdez
Area Manager Food and Retail
Studio City Resident
10975 Bluffside Dr. 1423
Archstone Apts.

Mark & Doris Volper
3020 Dona Emilia Drive
Studio City, CA 91604
323-656-0031

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

August 9, 2007

REF: Universal City Vision Plan – ENV 2007-0254 EIR

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

Dear Mr. Foreman:

I support the Universal City Vision Plan – a 25 year blueprint which will ensure that our studio & entertainment businesses will continue to thrive in the San Fernando Valley, while bringing housing opportunities and real transit options to employees, visitors and local residents.

Now only does this plan provide transit & transportation access which is becoming more & more important to Los Angeles, Universal City is a major employment center for the entertainment industry. Access to business centers is very important to me & withlinkage to the adjacent MTA Station this should have eliminate much of the traffic which is a huge problem on our congested streets.

NBC Universal is proposing a housing opportunity for approximately 2,900 new residential units which will include lofts, apartments, & town homes with varying price ranges which will accommodate different income levels. With housing in short supply in Los Angeles, this will provide a home opportunity for many families.

The best part is 11,000 new & part-time jobs will be created, plus the City & County will benefit from $21 million in annual new tax revenues.

Sincerely,

Mark & Doris Volper

Mark & Doris Volper

cc: Renee Weitzer, Chief of Staff/Chief Planning Deputy
Council Member Tom LaBonge
Ben Saltsman, Deputy, Office of Supervisor Zev Yaroslavsky

Jon Foreman - Universal Project

From: "charles wainberg" <wainberg@msn.com>
To: <jon.foreman@lacity.org>
Date: 7/10/2007 3:06 PM
Subject: Universal Project

Sir

I have lived in the Lake Hollywood Area for 12 years, I have lived with Gridlock for 10 of those years. I realize that i live in Los Angeles and congestion is part of life. From My house to Downtown take me anywhere from 10 minutes to 45 minutes. I am realistic that is life in Los Angeles. But when I see a project in my neighborhood that will add to the Gridlock, that is already impossible and i see no one looking at this problem I am very confused.

I am not sure you truly get the enormity of the problem. I am suggesting that you spend two days with my family. I have a beautiful extra room and I am a gourmet chef. After two days you will understand my neighborhoods pain first hand. My invitation is not a joke.

If you agree please contact me and we can set a date.

these project will cause major hardship on the community and new employees of the project.

As a tax payer I feel you should be working toward making my neighborhood more livable not causing me and my neighbors more pain and more gridlock.

To my understanding you are not adding more parking spaces for metro rail you already do not have enough

what are you going to do with 2thousand more employee plus tourist plus the Universal project on the Barham side. what are you going to do with all the cars

I hope to get a response from you

I know I am just a tax payer and I don't count I am not related to the CEO of Universal so I don't count. But one can hope, maybe I can show my son that government is for the people by the people not just large Corporation. I hope to be able to show my son that Government does work for the people.

Thank you for your help

Charles Wainberg

323-804-7218

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Paul Waters <paul@paulwaters.name>
To: <jon.foreman@lacity.org>
Date: 8/6/2007 4:51 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.

Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.

Paul Waters
Valley Village

PS: Transportation in the LA area is such a critical concernt. I think it's extremely important to involve the developers in this process.

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Andrew Weyman
ADDRESS: 4326 Forman Avenue, Toluca Lake, CA 91602
PHONE:

☐ ***This Input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☑ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☑ ✓Population & Housing
- ☑ ✓Public Services
- ☐ ✓Recreation
- ☑ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: I am concerned regarding the geological aspects of this proposed development. Isn't a significant portion of this property built on land-fill? I am also concerned regarding traffic. It is a huge problem, especially in conjunction with the proposed development of the adjacent MTA property. The congestion in this area is awful. I am also concerned with the infrastructure not being able to support the additional water, power and sewage services demanded by a development of this size and scope.

From: "Wieder, Tyree O." <wiederto@lavc.edu>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/9/2007 11:00 AM
Subject: RE: Universal City Vision Plan . ENV 2007-0254 EIR

Address attached

Dr. Tyree Wieder, President
Los Angeles Valley College
5800 Fulton Ave.
Valley Glen, CA 91401
818 947-2321
wiederto@lavc.edu

-----Original Message-----
From: Jon Foreman [mailto:Jon.Foreman@lacity.org]
Sent: Wednesday, August 08, 2007 5:00 PM
To: Wieder, Tyree O.
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR

Thank you for your input. If you would like to be included on our interested parties mailing list please provide your mailing address for us. We will then notify you as the case works it's way through the City hearing process. Unfortunately we are not able to send out notice of Public Hearings via email yet.

Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org

>>> Tyree Wieder <wiederto@lavc.edu> 8/8/2007 11:04 AM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.
Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Tyree Wieder
Valley Glen

PS:

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Tyree Wieder <wiederto@lavc.edu>
To: <jon.foreman@lacity.org>
Date: 8/8/2007 11:04 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Tyree Wieder
Valley Glen

PS:

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Scott Wiese <scott@thewieses.com>
To: <jon.foreman@lacity.org>
Date: 8/16/2007 7:18 PM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

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Scott Wiese
Burbank

PS:

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Scott Wiese <scott@thewieses.com>
To: <jon.foreman@lacity.org>
Date: 8/9/2007 3:35 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.

Scott Wiese
Burbank

PS:

From: "Scott Wiese" <scott@thewieses.com>
To: "Jon Foreman" <Jon.Foreman@lacity.org>
Date: 8/2/2007 12:15 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

241 E. Elmwood Ave #210
Burbank, CA 91502

----- Original Message -----
From: Jon Foreman<mailto:Jon.Foreman@lacity.org>
To: Scott Wiese<mailto:scott@thewieses.com>
Sent: Thursday, August 02, 2007 11:10 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process.

Thank-you,
Jon

Jon Foreman - City Planner
Universal City Master Plan
City of Los Angeles
200 N. Spring Street
City Hall, Room 601
PH 213-978-1171
FAX 213-978-6566
jon.foreman@lacity.org<mailto:jon.foreman@lacity.org>

>>> Scott Wiese <scott@thewieses.com<mailto:scott@thewieses.com>> 8/1/2007 5:55 PM >>>
Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Universal Studios is the largest working motion picture and television studio in the world. As such, it is a major source of jobs and revenue for the Los Angeles region. With the Vision Plan, some 11,000 new and part-time jobs will be created throughout Los Angeles County, and the City and County will benefit from $21 million in annual new tax revenues. Please have the EIR analyze how those new Vision Plan-generated revenues will help fund important citywide services such as providing more police officers and fire fighters, expanded libraries, assistance for seniors, and improved youth programs.

Scott Wiese
Burbank

PS:

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Scott Wiese <scott@thewieses.com>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:55 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

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Scott Wiese
Burbank

PS:

From: john wiest <jawiest@earthlink.net>
To: Jon Foreman <Jon.Foreman@lacity.org>
Date: 8/2/2007 11:59 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR

Thanks Jon
My address is
22701 hamlin street, west hills, ca, 91307
-----Original Message-----
>From: Jon Foreman <Jon.Foreman@lacity.org>
>Sent: Aug 2, 2007 11:10 AM
>To: john wiest <jawiest@earthlink.net>
>Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
>
>Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process.
>
>Thank-you,
>Jon
>
>
>
>Jon Foreman - City Planner
>Universal City Master Plan
>City of Los Angeles
>200 N. Spring Street
>City Hall, Room 601
>PH 213-978-1171
>FAX 213-978-6566
>jon.foreman@lacity.org
>
>
>>>> john wiest <jawiest@earthlink.net> 8/1/2007 6:00 PM >>>
>Jon Foreman
>City Planner/Project Coordinator
>Los Angeles Department of City Planning
>Dear Mr. Foreman:
>As part of the Vision Plan for Universal City, NBC Universal is proposing approximately 2,900 new residential units in a mix of lofts, apartments and town homes with varying price ranges that can accommodate different income levels. With housing in short supply in Los Angeles, the EIR should analyze how these new homes can help address the housing shortfall, providing needed "for sale" and rental housing opportunities for everyone.
>
>john wiest
>west hills
>
>PS:

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: john wiest <jawiest@earthlink.net>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 6:00 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

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john wiest
west hills

PS:

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Cristina M. Wilcox
ADDRESS: 3415 Tareco Dr.
PHONE: 323-630 5529

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT:

I just want Universal to put IN to the community what they take out. Give as you have recieved. ie funds for local community projects, greenspace, education, environmental projects (ie community gardens, produce) etc. Any decent P.R. person would tell them this.

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR

DATE: August 1, 2007

MEETING: Environmental Public Scoping Meeting

LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL

NAME: EDWARD WILCOX ✓

ADDRESS: 3415 TARECO

PHONE:

☐ ***This Input is regarding: (Please check all that apply)***

✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: Der Underground Tunnel

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

CITY OF LOS ANGELES NOTICE OF PREPARATION INPUT CARD

CASE #: ENV 2007-0254-EIR
DATE: August 1, 2007
MEETING: Environmental Public Scoping Meeting
LOCATION: HILTON LOS ANGELES/ UNIVERSAL CITY HOTEL
NAME: Brigitte Wright
ADDRESS: 3308 Troy Drive Los Angeles CA 90068
PHONE: 3238500848

☐ ***This input is regarding: (Please check all that apply)***
✓Categories already being studied in the EIR are denoted by a check mark (✓)

- ☐ ✓Aesthetics
- ☐ Agricultural Resources
- ☐ ✓Air Quality
- ☐ ✓Biological Resources
- ☐ ✓Cultural Resources
- ☐ ✓Geology & Soils
- ☐ ✓Hazards & Hazardous Materials
- ☐ ✓Hydrology & Water Quality
- ☐ ✓Land Use & Planning
- ☐ Mineral Resources
- ☐ ✓Noise
- ☐ ✓Population & Housing
- ☐ ✓Public Services
- ☐ ✓Recreation
- ☐ ✓Transportation/ Circulation
- ☐ ✓Utilities

INPUT: (1) Bike Trail ~~&~~ sidewalk/Paseo from Barham to ~~TON~~ Anson Ford to Hollywood Bowl.

(2) Beautiful landscape ~~added~~

(3) Fence - New Beautiful

(4) No access by car into our Neighboor! ~~Maybe a~~ ~~week~~ ~~[illegible]~~ Especially at Blair Headers

(5) No Blocking of views!

(6) No Building of tall structures or any! → between Blair & 101 Way

(7) Concerned about Noise!

no blocking of views!

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
COMMUNITY PLANNING BUREAU

→ over

From: "brigitte wright" <brigitte@brigittewrightmanagement.com>
To: <jon.foreman@lacity.org>
Date: 7/10/2007 2:36 PM
Subject: UNIVERSAL PLAN and HOLLYWOOD KNOLLS

I LIVE IN THE HOLLYWOOD KNOLLS AND HAVE GRAVE CONCERNS ABOUT THE UNIVERSAL PLAN DEVELOPMENT IMPACT ON THE ENVIRONMENT, TRAFFIC AND OUR QUALITY OF LIVING.

I am writing this wondering what you are doing to protect the homes in the area, the environment, traffic issues etc.

Please let me know.

Brigitte

Please note contact information:

Brigitte Wright

Phone 323 850 0848

Fax 323 850 0198

Cell 323 899 3704

<mailto:Brigitte@brigittewrightmanagement.com>
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.

P Please consider the environment before printing this email and/or any attachments.

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Will Wright <will@aialosangeles.org>
To: <jon.foreman@lacity.org>
Date: 8/1/2007 5:42 PM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
Dear Mr. Foreman:

Smart planning is critical for accommodating the growth that is certain to come to Los Angeles. That means we need to create housing next to mature business and entertainment centers and make sure they are connected to public transit centers. It also means locating higher density development within these centers.

Since Universal City is a major employment center for the entertainment industry, the EIR should study how the Vision Plan's proposal to cluster new neighborhoods around retail-oriented town centers that are connected to transit, along with open space, parks and hiking trails, will benefit land use issues and accommodate future growth in the region.

Will Wright
Los Angeles

PS: We need higher density housing opportunities so that we can maximize the effeciency and the investments of our transit infrastucture. We need housing near jobs and jobs near housing. Affordability = Availability. The more dense we can build in one area, the more open space we can leave pristine in another area.

Jon Foreman - Re: Universal City Vision Plan . ENV 2007-0254 EIR

From: Stephen Wurtzel <hillsw@pacbell.net>
To: <jon.foreman@lacity.org>
Date: 8/17/2007 9:44 AM
Subject: Re: Universal City Vision Plan . ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
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Stephen Wurtzel
Los Angeles

PS: What a wonderful idea. Real innercity urban planning at its best. After years of hodge podge building in the valley flats, Universal is taking a new approach to development. A real plan and a real city within a city. How neat is that.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Stephen Wurtzel <hillsw@pacbell.net>
To: <jon.foreman@lacity.org>
Date: 8/8/2007 11:05 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
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Stephen Wurtzel
Los Angeles

PS: It is estimated that California will have nearly 50 million residents by the year 2050. Jobs are vital to a stable and growing economy. California must remain in the forefront of new and visionary ideas. The Universal City Vision Plan offers that.

From: "Stephen M. Wurtzel" <hillsw@pacbell.net>
To: Jon Foreman <Jon.Foreman@lacity.org>
Date: 8/6/2007 10:54 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
Attachments: hillsw.vcf

Thank you.
Kindly send all notices and future information to
Stephen M. Wurtzel
President
Hill Lithograph Co., Inc.
746 N. La Brea Ave.
Los Angeles, CA 90038
Tel: 323-933-9428
Fax: 323-933-9617
Cel: 213-706-0673

Jon Foreman wrote:

> Thank you for your comment. If you would like to be included on our interested parties list we will need an address in order to send you notices as this case moves through the City process. Unfortunately, at this time we cannot do notifications through email. Someday I hope we will get there.
>
> Thank-you,
> Jon
>
> Jon Foreman - City Planner
> Universal City Master Plan
> City of Los Angeles
> 200 N. Spring Street
> City Hall, Room 601
> PH 213-978-1171
> FAX 213-978-6566
> jon.foreman@lacity.org
>
> >>> Stephen Wurtzel <hillsw@pacbell.net> 8/2/2007 9:44 PM >>>
> Jon Foreman
> City Planner/Project Coordinator
> Los Angeles Department of City Planning
> Dear Mr. Foreman:
>
> The Universal City Vision Plan is exploring a variety of traffic improvements such as a new southbound ramp onto the 101 Freeway, upgrades to a number of area intersections, and improvements to Barham Boulevard. It also proposes linkages to the adjacent MTA Red Line Station and other area employment centers as a way to leverage mass transportation and get people out of their cars.
> Please have the EIR analyze the positive impacts of these proposed improvements to the overall system.
>
> Stephen Wurtzel
> Los Angeles
>
> PS: This project is the freshest and most exciting addition in years to Los Angeles and will meet the needs of city and valley residents and employees. It is like a young tree being planted right in the center of Los Angeles.

Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

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To: <jon.foreman@lacity.org>
Date: 8/2/2007 9:44 PM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

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Jon Foreman - Re: Universal City Vision Plan - ENV 2007-0254 EIR

From: Stephen Wurtzel <hillsw@pacbell.net>
To: <jon.foreman@lacity.org>
Date: 7/31/2007 9:50 AM
Subject: Re: Universal City Vision Plan - ENV 2007-0254 EIR
CC: Ben Saltsman <bsaltsman@bos.lacounty.gov>, Renee Weitzer <Renee.weitzer@lacity.org>

Jon Foreman
City Planner/Project Coordinator
Los Angeles Department of City Planning
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Stephen Wurtzel
Los Angeles

PS:As our community continues to grow the need for affordable housing and close in location is becoming much more vital. Universal is providing this and making it accessable to public transportation. What a plus!!!

Post-it™ brand
Fax Transmittal Memo 7672

To		No. of Pages	Today's Date / Time
Company	JON FOREMAN, CITY PLANNER	From	JIM WYNN
Location	RE: NBC UNIVERSAL 25 YR.	Company	3200 DOS PALOS DR
Fax #	VISION PLAN	Location	HOLLYWOOD HILLS, CA 90068-1735
Comments		Fax #	PH. 323-851-0300 FAX 323-851-7800
		Original Disposition:	Telephone # ☐ Destroy ☐ Return ☐ Call for pickup

JULY 17, 2007

ATTN: JON FOREMAN

RE: 25 YEAR VISION PLAN FOR UNIVERSAL CITY I WANT TO CONVEY MY APPROVAL FOR THIS PROJECT. I AM A 30 YEAR RESIDENT IN THE UNIVERSAL CITY AREA. NBC UNIVERSAL HAS A SOLID RECORD OF CREATING CLASSY PROJECTS THAT WILL ONLY BENEFIT THIS AREA AND THE CITY IN GENERAL.

MY SUGGESTION IS FOR YOUR DEPARTMENT TO FACILITATE THIS PROJECT NOT HINDER IT.

SINCERELY,

JIM WYNN
3200 DOS PALOS DR.
L.A. 90068
323.851.0300

NBC UNIVERSAL

100 UNIVERSAL CITY PLAZA
UNIVERSAL CITY, CA 91608

Updated Information! Updated Information!

Dear Universal City Neighbor:

We wanted to update you about some important new information concerning the City's Notice of Preparation which invites the public to submit comments on issues they would like to see addressed in the Environmental Impact Report being prepared on the Universal City Vision Plan.

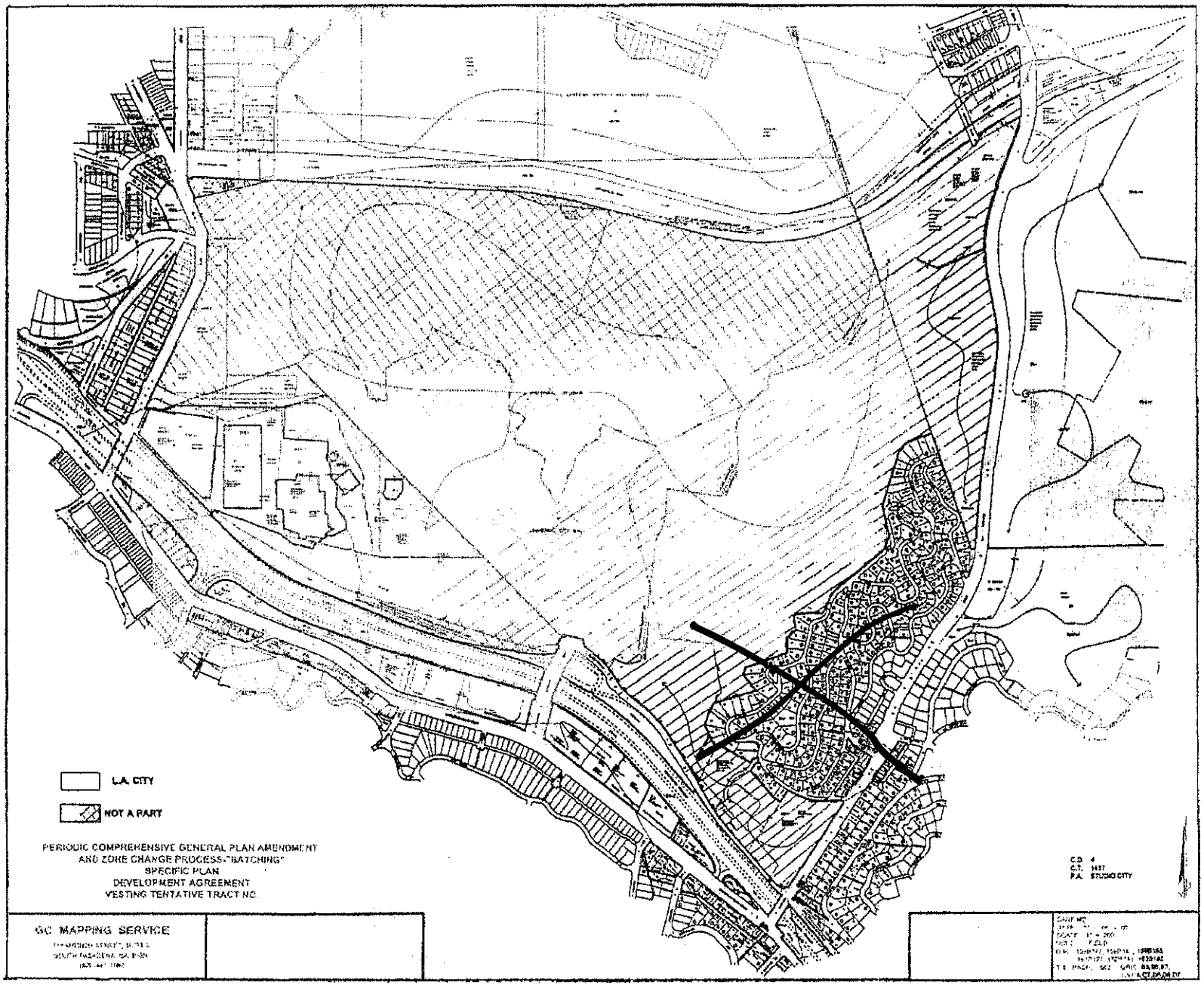
The City has determined that it would like to have the public scoping meeting held in a location that is closer to Universal City. As a result, **the location for the public scoping meeting has been changed from Van Nuys, to the Universal City Hilton Hotel, 555 Universal Hollywood Drive at Universal City. Please park in self-parking which will be validated at the meeting. The date and time of the meeting remain the same: August 1, 2007 from 4 p.m. to 8 p.m.** You may submit comments either in writing or in person at the public scoping meeting.

The meeting – which is sponsored by the City of Los Angeles – will remain an open house format so that interested individuals may come and go at any time. There are no formal presentations.

Your comments may also be submitted directly to the City by mail, fax or email. **Please note that the City has also extended the public comment period until August 20th 2007.** Your comments should be directed to Jon Foreman, City Planner/Project Coordinator, Department of City Planning, 200 North Spring Street, Room 601, Los Angeles, CA 90012; Fax (213) 978-6566; email jon.foreman@lacity.org

Sincerely,

Thomas G. Smith
Senior Vice President
West Coast Real Estate
NBC Universal


L.A. CITY
NOT A PART
PERIODIC COMPREHENSIVE GENERAL PLAN AMENDMENT
AND ZONE CHANGE PROCESS-"BATCHING"
SPECIFIC PLAN
DEVELOPMENT AGREEMENT
VESTING TENTATIVE TRACT NO.
GC MAPPING SERVICE
C.D. 4
P.A. STUDIO CITY