

**INITIAL STUDY
FOR THE
FORD THEATRES PROJECT**

**County of Los Angeles
February 2014**

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Initial Study for the Ford Theatres Project

- 1. Project Title:** Ford Theatres Project
- 2. Lead Agency:** County of Los Angeles
c/o Los Angeles County Arts Commission
- 3. Contact Person and Address:** Joan Rupert
Department of Parks and Recreation
Planning Division
Los Angeles County
510 South Vermont Avenue, Room 201
Los Angeles, CA 90020
E-Mail: jrupert@parks.lacounty.gov
- 4. Project Location:** The Ford Theatres are located at 2580 Cahuenga Boulevard East in the Hollywood Community of the City of Los Angeles in Los Angeles County, CA 90068.
- 5. Project Sponsor's Name and Address:** The Ford Theatres Foundation
2580 Cahuenga Boulevard East
Los Angeles, CA 90068
- 6. General Plan Designation:** The City of Los Angeles Hollywood Community Plan designates the Project Site as a Public Facility. It is noted that while the Project Site is within the Hollywood Community Plan area of the City of Los Angeles, the land is owned by the County of Los Angeles and, as such, is not subject to City of Los Angeles General Plan.
- 7. Zoning:** The Project Site is zoned [Q]PF-1XL-H (Qualified Public Facility, Height District 1XL, Hillside Area) by the City of Los Angeles Municipal Code. It is noted that while the Project Site is within the City of Los Angeles, the land is owned by the County of Los Angeles and, as such, is not subject to City of Los Angeles zoning regulations.

8. Project Background and Description:

The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Ford Theatres are owned by the County of Los Angeles and operated through a three-way partnership between the County of Los Angeles Department of Parks and Recreation, the County of Los Angeles Arts Commission, and the Ford Theatre Foundation. The Project Site is currently developed with an open-air, 1,196-seat Amphitheatre with support spaces; an indoor venue located below the Amphitheatre referred to as [Inside] the Ford; a concessions building; a box office; a former 10,500-square-foot motel building currently used as staff offices for the Ford Theatre Foundation, Los Angeles County Arts Commission staff, and the Los Angeles Philharmonic; and surface parking areas. The existing buildings on the Project Site comprise a total of approximately 35,811 square feet, while the outdoor plaza areas comprise approximately 3,580 square feet. The Ford Theatres property was evaluated as a potential historic resource in 1994 and determined eligible for listing in the National Register of Historic Places (National Register).

The Project includes rehabilitation and improvements to the existing Amphitheatre and development of the Ford Terrace, the Ford Plaza, the Transit Center and a hiking trail, all within the current boundaries of the Ford Theatres site. The proposed improvements would be designed to be consistent with the Secretary of the Interior Standards for historic property rehabilitation. Each of the proposed Project components is summarized here and set out in more detail in the Project Description included as Attachment A:

- **Amphitheatre Rehabilitation and Improvements**—Improvements to the Amphitheatre would include hillside stabilization, stage reconstruction, disabled access and code compliance improvements, improved theatrical systems, infrastructure improvements and upgrades, a sound wall along the rear of the Amphitheatre to shield the Amphitheatre from traffic noise, and a retractable shade structure for the Amphitheatre.
- **The Ford Terrace**—The Ford Terrace would include a two-story structure with one level of office space and a lower-level concessions area and a raised plaza deck above a service level along with removal of the existing concessions building and the re-purposing of the 87-seat [Inside] the Ford as a self-serve food marketplace area and for storage.
- **The Ford Plaza**—The Ford Plaza, set atop a three-level parking structure, would feature a restaurant, a 299-seat theatre, a box office, a conference room, offices, visitor amenities and conversion of the existing box office to a museum/gallery for the Ford Theatres.

- The Transit Center—The Transit Center would include a designated area for bus and valet drop-off, a three-level parking structure, and a 99-seat rehearsal and event space, as well as the removal of the former motel building.
- Hiking Trail—An approximate 0.75-mile ridgeline trail with trail terminations at the north and south parking structures within the Transit Center and the Ford Plaza, respectively, would be constructed.

Implementation of the Project would result in approximately 47,550 net new square feet of new facilities and approximately 48,750 net new square feet of outdoor plaza areas within the Project Site. Further, with the addition of a 299-seat theatre and the 99-seat Flex Space to be provided as part of the Project, the number of annual events provided at the Project Site is estimated to increase from 184 events to approximately 331 events and the number of annual attendees is estimated to increase from 54,640 people to approximately 93,725 people.

9. Surrounding Land Uses and Setting

The Project Site comprises an approximately 32-acre County of Los Angeles regional park located approximately 6 miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. Primary regional access is provided by US 101 (Hollywood Freeway), which runs north-south immediately west of the Project Site. The area surrounding the Project Site includes a mix of residential uses and open space. Specifically, the Project Site is bounded by four-story, multi-family residential buildings and open space associated with the Hollywood Reservoir to the north, single- and multi-family residential uses to the east and south, and Cahuenga Boulevard to the west. The majority of these uses are separated from the developed areas of the Project Site by open space areas and the steep topography formed by the canyon setting of the Project Site. The Hollywood Bowl, also a County-owned event venue, is located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.

10. Discretionary Approvals

Discretionary approvals from the County of Los Angeles Board of Supervisors will be necessary for the Ford Theatres Foundation to implement the Project.

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.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation and Traffic | <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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 the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that 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 the 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.	

Joan Rupert
Signature

February 7, 2014
Date

ENVIRONMENTAL IMPACTS. (Explanations for all answers are required):

- | | <i>Potentially
Significant
Impact</i> | <i>Less Than
Significant
with
Mitigation
Incorporated</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|---|---|--------------------------|
| 1. AESTHETICS. Would the project: | | | | |
| a. Have a substantial adverse effect on a scenic vista? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. A scenic vista is a view of a valued visual resource. Visual resources in the vicinity of the Project Site include hillsides within and surrounding the Project Site, as well as historic buildings within the Project Site. The Project would develop several new structures within the Project Site. Several of the proposed structures would be visible within scenic vistas that are available from Cahuenga Boulevard. Therefore, the Project's potential impacts on scenic vistas will be analyzed further in an EIR.

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| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The Project Site contains scenic resources, such as the historic Amphitheatre and trees. However, no designated scenic highways are located in the vicinity of the Project Site.¹ As such, the Project would not damage any scenic resources within a designated State scenic highway. No impacts would occur and no mitigation measures are required. Further evaluation of this issue in an EIR is not necessary.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The Project would modify the existing visual character of the Project Site and its surroundings through the development of several new structures within the Project Site. Therefore, an analysis of the Project's potential impacts associated with visual character and quality will be provided in an EIR.

¹ California Department of Transportation. *California Scenic Highway Program, Scenic Highway Routes*, www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm, accessed August 27, 2013, and City of Los Angeles Transportation Element, June 2002.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project Site currently generates artificial light associated with pole lighting within the surface parking and entry areas, exterior building and plaza lighting, security lighting, and stage and production lighting. In addition, based on the materials used to construct the façades of the existing structures, sources of glare within the Project Site are limited. The Project would introduce new sources of light and glare, including architectural lighting, signage lighting, interior lighting, security and wayfinding lighting, and new building surfaces. Therefore, an analysis of the Project's potential light and glare impacts will be provided in an EIR.

With regard to potential shading impacts on shade-sensitive uses located off-site, shadow effects are dependent on several factors, including local topography, the height and bulk of proposed structural elements, the sensitivity of surrounding uses, the season, and the duration of shadow projections. Shade-sensitive uses typically include routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered sensitive because sunlight is important to their function, physical comfort, or commerce. The Project would include the development of several structures throughout the Project Site that would range in height from approximately 15 feet to 67.5 feet, as measured from adjacent grade, with elevations ranging from 515 feet to 610 feet above sea level. Therefore, the Project would generate new shadows with varied lengths and angles, depending on the time of day and season. However, as detailed in the Project Description included in Attachment A, the uses surrounding the Project Site are separated from the developed areas of the Project Site by open space areas and the steep topography formed by the canyon setting of the Project Site. As such, due to the location of the new structures within the existing canyon setting, the heights of new structures and the distances between the proposed structures and surrounding uses, off-site shade-sensitive uses would not be impacted by shading from the Project. Rather, shadows from new structures would generally fall onto the Project Site and adjacent roadways. Thus, impacts associated with shading would be less than significant, and no further analysis of this topic in an EIR is necessary.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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2. AGRICULTURE AND FOREST 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. 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 Project Site comprises a regional park that does not include any agricultural land. In addition, the Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.² As such, the Project would not convert farmland to a non-agricultural use. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? ☐ ☐ ☐ ☒

No Impact. The Project Site is not zoned for agricultural use, and no agricultural zoning is present in the surrounding area. The Project Site and surrounding area are also not enrolled under a Williamson Act Contract. Therefore, the Project would not conflict with existing zoning

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland in California, 2010, website: www.consrv.ca.gov/DLRP/fmmp/overview/survey_area_map.htm, accessed December 17, 2013.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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for agricultural uses or a Williamson Act Contract. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The Project Site is located in an urbanized area and does not include any forest or timberland. Additionally, the Project Site is not zoned for forest land and is not used as forest land. Therefore, the Project would not rezone forest land or timberland as defined by the Public Resources Code. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d. Result in the loss of forest land or conversion of forest land to a non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. As stated above, the Project Site is not zoned for forest land and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land or timberland. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. As noted above, the Project Site does not contain any agricultural or forest uses, nor are any agricultural or forest uses located in the vicinity of the Project Site. Thus, development of the Project would not convert any farmland or forest land to non-agricultural or

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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non-forest use. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Project Site is located within the 6,700-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, particulate matter less than 10 microns in size [PM_{10}],³ particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead⁴). As such, the Project would be subject to the SCAQMD's 2012 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.

Construction and operation of the Project may result in an increase in stationary and mobile source air emissions. As a result, Project development could have an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, an analysis of the Project's consistency with the SCAQMD's AQMP will be provided in an EIR.

- b. Violate any air quality standard or contribute to an existing or projected air quality violation? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Project would contribute to regional and localized air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation,

³ A redesignation request to Attainment for the 24-hour PM_{10} standard is pending with the United States Environmental Protection Agency.

⁴ Partial nonattainment designation for the Los Angeles County portion of the Basin only.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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air pollutants would be emitted on a daily basis from motor vehicle travel, energy consumption, and other on-site activities. Therefore, an analysis of the Project's construction and operational air pollutant emissions will be provided in an EIR.

- c. 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 thresholds for ozone precursors)? ☒ ☐ ☐ ☐

Potentially Significant Impact. As described above, Project construction and operation would emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Therefore, implementation of the Project could potentially contribute to air quality impacts, which could cause a cumulative impact when combined with other existing and future emissions sources in the area. Therefore, an analysis of cumulative air pollutant emissions will be provided in an EIR.

- d. Expose sensitive receptors to substantial pollutant concentrations? ☒ ☐ ☐ ☐

Potentially Significant Impact. As discussed above, the Project would contribute to regional and localized air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Some population groups, including children, the elderly, and acutely and chronically ill persons (especially those with cardio-respiratory diseases), are considered more sensitive to air pollution than others. The SCAQMD *CEQA Air Quality Handbook* provides examples of typical sensitive receptors, which include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. Sensitive receptors in the Project vicinity include residential uses. Therefore, an analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors will be provided in an EIR.

- e. Create objectionable odors affecting a substantial number of people? ☐ ☐ ☒ ☐

Less Than Significant Impact. No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project would be constructed using conventional

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

building materials typical of construction projects of a similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. While the Project would not involve these types of uses, on-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Thus, impacts with regard to odors would be less than significant, and no mitigation measures would be required. No further analysis of this issue is required.

4. BIOLOGICAL RESOURCES. Would the project:

- a. 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 regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Project Site comprises an approximately 32-acre County of Los Angeles regional park located adjacent to Cahuenga Boulevard East in the Hollywood Community of the City of Los Angeles. As illustrated in the Project Description included as Attachment A, the Project Site includes undeveloped natural open space. As such, development of the Project has the potential to adversely affect sensitive species that could be present within the Project Site. Therefore, this issue will be evaluated in an EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. 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 Wildlife or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project Site is currently developed with an Amphitheatre and support spaces, a concessions building, a box office, a former motel building, plazas, surface parking areas, and open space areas. While no riparian habitats are located within the Project Site, based on the undeveloped open space areas that comprise a portion of the Project Site, other sensitive natural communities could be present within the Project Site. As such, an analysis of this topic will be provided in an EIR.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As described above, the Project Site is currently developed with an Amphitheatre and associated support spaces, a former motel building, plazas, surface parking areas, and open space areas. The Project Site is located within a canyon setting where there are no known federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act. Therefore, the Project would have no significant impact on federally protected wetlands and no further analysis of this issue is necessary.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As previously described, the Project Site comprises an approximately 32-acre County of Los Angeles regional park located within the Hollywood community of the City of Los Angeles. Natural habitat areas that have the potential to provide potential wildlife corridors are located on and adjacent to the Project Site. Therefore, an analysis of the Project's potential to impact wildlife movement will be provided in an EIR.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact. Within the Project Site, there are coast live oak trees which are subject to the Los Angeles County Oak Tree Ordinance. Implementation of the Project could require the removal and/or relocation of several oak trees within the Project Site. Therefore, in light of the Los Angeles County Oak Tree Ordinance, an analysis of this issue will be provided in an EIR.

f. Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. No impacts would occur, and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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5. CULTURAL RESOURCES. Would the project:

- a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? ☒ ☐ ☐ ☐

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in, the California Register of Historical Resources; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources.

The Amphitheatre is eligible for listing in the National Register and the California Register due to its association with *The Pilgrimage Play*, which was performed within the existing Amphitheatre from 1931 to 1964. The Project would include the rehabilitation of portions of the existing Amphitheatre and the development of new structures. Therefore, further analysis of the potential for the Project to cause a substantial adverse change in the significance of a historical resource will be provided in an EIR.

- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 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 to prehistory or history." Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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human endeavors and that may be historically or culturally important to a significant earlier community.

While portions of the Project Site have been subject to disturbance in the past, the Project would include improvements within existing open space areas that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, further analysis of this issue will be provided in an EIR.

- c. 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 area are extinct.

As described above in response to Checklist Question 5.b, the Project would include improvements within existing open space areas that could have the potential to disturb existing but undiscovered paleontological resources. Therefore, further analysis of this issue will be provided in an EIR.

- d. Disturb any human remains, including those interred outside of formal cemeteries? ☒ ☐ ☐ ☐

Potentially Significant Impact. As previously described, while portions of the Project Site have been subject to disturbance in the past, the Project would include improvements within existing open space areas. Therefore, while not likely, there is the possibility that unknown resources could be encountered during Project construction. Thus, further analysis of this issue will be included in an EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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6. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- | | | | | |
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| 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 active fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less Than 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 for regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist–Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

The closest active fault to the Project Site is the Hollywood Fault, which is located approximately 0.4 mile south of the Project Site.⁵ As such, the Project Site is not within a currently established Alquist–Priolo Earthquake Fault Zone for surface fault rupture hazards.⁶ In addition, based on a review of the preliminary 2014 Earthquake Fault Zone Map for the Hollywood Quadrangle released by the California Geological Survey on January 8, 2014, the Project Site would not be within an Alquist–Priolo Earthquake Fault Zone associated with the

⁵ *Preliminary Geotechnical Evaluation, John Anson Ford Theatres Master Plan, Leighton Consulting. February 7, 2013.*

⁶ *Ibid.*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Hollywood Fault.⁷ Therefore, potential impacts would be less than significant, and no further analysis of this issue is necessary.

ii. Strong seismic ground shaking?



Potentially Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The closest active fault is the Hollywood Fault, which is located approximately 0.4 mile south of the Project Site. The location of the Project Site within a seismically active area in proximity to the Hollywood Fault could expose people or structures to strong seismic ground shaking. Therefore, further analysis of the Project's potential impacts associated with ground shaking will be provided in an EIR.

iii. Seismic-related ground failure, including
liquefaction?



Potentially Significant Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

Based on the Seismic Hazards Maps of the State of California, the Project Site is located within a potentially liquefiable area.⁸ Therefore, this issue will be analyzed further in an EIR.

⁷ California Department of Conservation. California Geological Survey, Earthquake Fault Zones, Hollywood Quadrangle, Preliminary Review Map, released January 8, 2014. Available at: www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf.

⁸ California Geological Survey, Regional Geologic Hazards and Mapping Program, Seismic Hazard Zones Map, Hollywood Quadrangle, March 25, 1999.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iv. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As shown on the State of California Seismic Hazards Map for the Hollywood Quadrangle (CDMP, 1999), a portion of the site is located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides. Therefore, an analysis of the Project's potential impacts associated with landslides will be provided in an EIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b. Result in substantial soil erosion or the loss of topsoil? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Development of the Project would require grading, excavation to support the building foundations, 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. Therefore, an analysis of the Project's potential impacts associated with soil erosion or the loss of topsoil will be provided in an EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c. 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. As discussed above, the Project Site could be susceptible to ground shaking. In addition, as the Project Site is located within a potentially liquefiable area, the Project Site could be subject to seismically related ground failure hazards, including liquefaction. As such, an analysis of this issue will be provided in an EIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. Based on the undisturbed nature of portions of the Project Site, expansive soils may

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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be present. Therefore, an analysis of the Project's potential impacts associated with expansive soils will be provided in an EIR.

- 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 wastewater? ☐ ☐ ☐ ☒

No Impact. The Project Site is located within a community served by existing sewer infrastructure. Therefore, wastewater generated by the Project would be accommodated via connections to the existing sewage infrastructure located in the Project area. As such, the Project would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems, and further analysis of this issue is not required.

7. GREENHOUSE GAS EMISSIONS. Would the project:

- a. Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment? ☒ ☐ ☐ ☐

Potentially Significant Impact. Gases that trap heat in the atmosphere are referred to as 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 processes and human activities. The accumulation of greenhouse gases in the atmosphere affects the earth's temperature. The State of California has undertaken 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, have the potential to generate greenhouse gas emissions. Therefore, further analysis of greenhouse gas emissions will be provided in an EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As the Project would have the potential to emit greenhouse gas emissions, an evaluation of these emissions and associated emission reduction strategies will be undertaken in an EIR to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

8. HAZARDS AND HAZARDOUS MATERIALS.

The following analysis is based, in part, on the *Phase I Environmental Site Assessment Report, John Anson Ford Theatres Master Plan, 2580 and 2630 Cahuenga Boulevard East, Hollywood District of Los Angeles, California* (Phase I ESA), prepared for the Project by Leighton Consulting, Inc. The Phase I ESA is included as Appendix IS-1 of this Initial Study.

Would the project:

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| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less Than Significant Impact. Construction of the Project would involve the temporary use of typical, although potentially hazardous materials, including vehicle fuels, oils, transmission fluids, paints, adhesives, cleaning solvents, surface coatings, and other acidic or alkaline solutions that would require special handling, transport, and disposal. Operation of the Project would also involve the routine use and handling of potentially hazardous materials typical of those used for a multi-use cultural and recreational center, including oil for lubrication of the projectors and the elevators, cleaning solvents for custodial maintenance of the buildings, and pesticides for landscaping. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations.

With regard to exposure of existing on-site hazards, certain portions of the existing Amphitheatre, which opened in 1931, would be rehabilitated as part of the Project. In addition,

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

the former motel building, which was constructed by at least 1953 and is currently used for Ford and Philharmonic offices, would be removed. According to the Phase I ESA, due to the age of the on-site structures, there is a potential for asbestos-containing materials (ACMs) and/or lead-based paints (LBPs) to be present on-site. However, in accordance with SCAQMD Rule 1403, Asbestos Emissions from Demolition/Renovation Activities, prior to demolition activities associated with the Project, the Applicant would conduct surveys of all buildings to verify the presence or absence of any of these materials and conduct remediation or abatement before any disturbance occurs. Any ACMs and/or LBPs would be removed by a licensed abatement contractor in accordance with all federal, State, and local regulations prior to renovation or demolition. Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBPs and ACMs to acceptable levels. Therefore, impacts associated with ACMs and LBPs would be less than significant.

In addition, due to the pole-mounted transformers on creosote-preserved utility poles located throughout the Project Site, there is a potential for polychlorinated biphenyls (PCBs) to be present on-site. However, as set forth in the Phase 1 ESA, evidence of releases was not observed in the vicinity of the transformers. In addition, any poles or transformers to be removed would be appropriately disposed of.

As set forth in the Phase I ESA, hazardous materials and waste observed or reported at the Project Site also include a 40-gallon, diesel, above-ground storage tank (AST), lead-acid batteries, corrosive liquids (electrolyte), and hydrogen gas associated with the cell tower control rooms; two 55-gallon oil drums associated with the elevator in the amphitheatre; two sealed plastic drums of oil stored in the projection booth for lubrication of the 35 mm projectors; a 5-gallon gas can used by the maintenance crew; and maintenance and janitorial supplies in retail packaging. Based on the Phase I ESA, there is no evidence of underground storage tanks (USTs) or ASTs being located on-site, with the exception of the previously discussed 40-gallon diesel generator observed outside the cell tower control room in the lower parking lot within a concrete berm secondary containment. In addition, according to the Phase I ESA, evidence of spills was not observed or reported.

Overall, the Phase I ESA concluded that there are no known recognized environmental conditions on-site that have the potential to result in significant hazards impacts. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The Phase I ESA included a records review (including review of previous environmental reports, selected governmental databases, and historical review). In addition, the Phase I ESA included a reconnaissance-level visit to the Project Site to identify evidence of release(s) of hazardous materials and to assess the potential for on-site releases of hazardous materials. As discussed above in Checklist Question 8.a, the Phase I ESA found no evidence of recognized environmental conditions within the Project Site. Furthermore, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In addition, any ACMs or LBPs found during construction activities would be handled in accordance with regulatory requirements. As such, the Project would not 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. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project Site is not within 0.25 mile of an existing or proposed school.⁹ The nearest school to the Project Site is Valley View Elementary School located at 6921 Woodrow Wilson Drive, which is approximately 1 mile north of the Project Site. As such, the Project Site would not emit hazardous emissions or handle hazardous materials within 0.25 mile of a school. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

⁹ E-mail communication with Gwenn Godek, Contract Professional/CEQA PM with the Los Angeles Unified School District. February 3, 2014.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from USTs, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the State on at least an annual basis. Thus, the Phase I ESA included a search of these and other selected government databases and environmental record sources. The Project Site was identified within the HAZNET database for the disposal by recycling of 1.66 tons of waste oil and mixed oil in 2005. This event was associated with a 100-year flood event that resulted in substantial flooding in the interior of the Amphitheatre building where water made contact with pneumatic oil from the elevator car.¹⁰ Disposal of the water was performed in accordance with regulatory requirements. As such, this listing is expected to have a low potential to adversely affect the Project Site. In addition, hydrogen gas and lead-acid batteries associated with the AT&T Mobility facilities and battery electrolyte associated with the Verizon Wireless facilities were inventoried by the Los Angeles Fire Department's Hazardous Materials Division. These materials are fully enclosed within the on-site cell tower control rooms that are located on concrete pads, locked, and properly maintained by the telecommunications providers. Finally, review of the State of California Radon Survey indicated that of the 117 radon tests that have been conducted within the 90068 ZIP Code (within which the Project Site is located), 4 tests have detected radon above the EPA's action level of 4 picoCuries per liter (pCi/L). However, Los Angeles is located in EPA Radon Zone 2, which typically has radon levels between 2 pCi/L and 4 pCi/L. Thus, according to the Phase I ESA, the potential for elevated levels of natural occurring radon at the Project Site would be low. None of the addresses associated with the Project Site were listed in the other government databases or additional environmental record sources searched for in the Phase I ESA. Therefore, based on the findings of the records searches, impacts would be less than significant, and no mitigation measures would be

¹⁰ Personal Communication with Arthur Trowbridge, January 30, 2014.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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required. No further analysis of this issue in an EIR is required. Also refer to Checklist Question 8.a, above.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The Project Site is not located within 2 miles of an airport or within an airport planning area. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

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| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

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| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Less Than Significant Impact with Mitigation Incorporated. Limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures and affect emergency access. However, in accordance with Mitigation Measure Hazards-1, below, during construction, a construction traffic management plan would be implemented to ensure that adequate and safe access remains available to the Project Site. As part of this plan, provisions for temporary traffic control would be provided during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers). In addition, designated truck queuing, equipment staging, and construction worker parking areas would be provided. Thus, with

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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implementation of Mitigation Measure Hazards-1, potential impacts associated with emergency access during construction would be less than significant.

During operation, access and parking would continue to be implemented and monitored to ensure that emergency access is available within the Project Site and vicinity.

Based on the above, with implementation of Mitigation Measure Hazards-1, the Project would not impair the implementation of an emergency response or evacuation plan. No further analysis of this issue in an EIR is required.

Mitigation Measure Hazards-1: Prior to the start of construction, the Applicant shall prepare and implement a construction management plan to the satisfaction of the Los Angeles County Department of Public Works and in consultation with the City of Los Angeles Department of Transportation. Features of the construction management plan may include, but shall not be limited to, the following:

- Maintaining emergency access to and within the vicinity of the Project Site;
- Limiting potential lane closures to off-peak travel periods, to the extent feasible;
- Scheduling receipt of construction materials during non-peak travel periods, to the extent possible;
- Prohibiting parking by construction workers on adjacent streets and directing construction workers to park on-site or other designated parking areas; and
- Using flag persons to control traffic movement during the ingress and egress of trucks and heavy equipment from the Project Site and/or temporary lane closures.

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?



	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Potentially Significant Impact. Due to the Project Site's location, widely varied topography, and undeveloped open space, the Project Site could be prone to fire hazards. Therefore, further analysis of this issue will be included in an EIR.

9. HYDROLOGY AND WATER QUALITY. Would the project:

- a. Violate any water quality standards or waste discharge requirements? ☒ ☐ ☐ ☐

Potentially Significant Impact. Construction activities associated with the Project would have the potential to result in the conveyance of pollutants into municipal storm drains, particularly during precipitation events. In addition, potential changes in on-site drainage patterns resulting from Project implementation could affect the quality of storm water runoff. Therefore, further analysis of this issue will be included in an EIR.

- b. 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. It is anticipated that the Project would result in an increase in the amount of on-site impermeable areas compared to existing conditions. Thus, the potential exists for existing percolation of rainwater and irrigation water into the water table to be somewhat diminished, which could affect groundwater recharge. Therefore, further analysis of this issue will be included in an EIR.

- c. 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? ☒ ☐ ☐ ☐

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Potentially Significant Impact. The Project would involve improvements within existing surface parking areas and within portions of the Project Site that are currently undeveloped. In addition, the Project would provide for the renovation of exterior landscape areas and an approximately 0.75-mile hiking trail. As such, the Project would have the potential to alter drainage patterns within the Project Site in a manner which would result in substantial erosion or siltation. Therefore, further analysis of this issue will be included in an EIR.

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| 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 a manner which would result in flooding on- or off-site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. As discussed above in Checklist Question 9.c, the Project has the potential to affect drainage patterns. Such potential changes in drainage patterns could in turn affect the rate or amount of surface water on-site. Thus, further analysis of this issue will be included in an EIR.

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| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. See response to Checklist Questions 9.a and 9.c, above.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f. Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact. See response to Checklist Question 9.a, above.

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| g. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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No Impact. The Project does not propose the development of residential uses. The Hollywood Reservoir to the north of the Project Site is located within a 100-year flood plain, as mapped by Federal Emergency Management Agency (FEMA), and is specifically located in FEMA's Flood Zone A.¹¹ However, the Project Site is not located within a 100-year flood plain, as mapped by FEMA. Specifically, the Project Site is located in FEMA's Zone X, which is defined as areas of 0.2 percent annual chance flood; areas of 1 percent annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and protected by levees from 1 percent annual chance flood. As such, the Project would not place housing within a 100-year flood plain. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ☐ ☐ ☐ ☒

No Impact. As discussed above in response to Checklist Question 9.g, the Project Site is not located within a 100-year flood plain as mapped by FEMA. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- i. 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 Hollywood Reservoir, which is held by the Mulholland Dam, is located in the Hollywood Hills approximately 0.3 mile north of the Project Site. Thus, an analysis of the potential for flooding as a result of the failure of a dam will be included in an EIR.

- j. Inundation by seiche, tsunami, or mudflow? ☒ ☐ ☐ ☐

¹¹ Federal Emergency Management Agency, *Flood Insurance Rate Map, Map Number 06037C1605F, January 6, 2014.*

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Potentially Significant Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance, such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The Project Site is located approximately 12 miles east of the Pacific Ocean. As such, the potential for tsunamis to occur within the Project Site is remote. No impacts would occur and no further analysis of this issue is required.

As indicated above, the Hollywood Reservoir is located approximately 0.3 mile north of the Project Site. Thus, the more localized effects associated with seiches would not be anticipated to impact the Project Site. Impacts would be less than significant, and no further analysis of this issue in an EIR is required.

With regard to the potential for mudflows, the Project Site is located within a canyon setting with substantial changes in topography occurring within the Project Site. Thus, further analysis of this issue will be included in an EIR.

10. LAND USE AND PLANNING. Would the project:

- a. Physically divide an established community? ☐ ☐ ☐ ☒

No Impact. As detailed in the Project Description included as Attachment A, the Project Site is comprised of a County regional park that includes the existing Ford Theatres. The majority of the uses surrounding the Project Site are separated from the developed areas of the Project Site by open space areas and the steep topography formed by the canyon setting of the Project Site. In addition, all proposed development would occur within the boundaries of the Project Site as it currently exists and would not physically alter surrounding parcels or properties. Therefore, the Project would not physically divide an established community. No impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. As described above, the Project site is located within the City of Los Angeles, where development projects are typically guided by the Los Angeles Municipal Code (LAMC), as well as the local community plan, which is a component of the Land Use Element of the City of Los Angeles General Plan. The Project site is specifically located within the Hollywood Community Plan Area. However, the Project Site is owned and operated by the County of Los Angeles and, as such, the Project Site is not subject to the City of Los Angeles zoning and General Plan. Notwithstanding, the EIR will discuss the Project's consistency with both City and County regional planning documents, including the City of Los Angeles General Plan, as well as compliance with City consultation procedures. .

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no mitigation measures would be required. No further analysis of this topic in an EIR is required.

11. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. The Project Site is a regional park that includes the existing Ford Theatres. The Project Site is not a designated mineral resource area. In addition, no mineral extraction

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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operations currently occur on the Project Site. Furthermore, many of the areas to be developed are already developed with surface parking areas and ornamental landscaping. As such, the Project would not result in the loss of availability of a mineral resource that would be of value to the region or the state. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- 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? ☐ ☐ ☐ ☒

No Impact. See response to Checklist Question 11.a, above.

12. NOISE. Would the project result in:

- a. 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. The Project Site is located in a generally urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from roadways. Existing on-site noise sources include vehicle noises associated with on-site circulation and parking areas, stationary mechanical equipment, performances, and use of outdoor plazas.

During Project construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. Additionally, since the Project would introduce new outdoor areas, as well as new office and restaurant uses, to the Project Site, noise levels from on-site sources may also increase during Project operation. Furthermore, traffic attributable to the Project has the potential to increase noise levels along adjacent roadways. Therefore, further analysis of this issue will be included in an EIR.

- b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? ☒ ☐ ☐ ☐

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Potentially Significant Impact. Construction of the Project could generate groundborne noise and vibration associated with site grading, clearing activities, and construction truck travel. As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further analysis of this issue will be included in an EIR.

- c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ☒ ☐ ☐ ☐

Potentially Significant Impact. As discussed above in response to Checklist Question 12.a, noise from on-site sources and increased traffic levels has the potential to increase ambient noise levels above existing levels during Project operation. Therefore, further analysis of this issue will be included in an EIR.

- d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ☒ ☐ ☐ ☐

Potentially Significant Impact. As discussed above in Checklist Questions 12.a and 12.b, Project construction activities would have the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the introduction of new occupiable outdoor areas may also result in periodic increases in noise levels. Therefore, further analysis of this issue will be included in an EIR.

- 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 2 miles of an airport or within an airport land use plan. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. There are no private airstrips in the vicinity of the Project Site. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

13. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. The Project does not propose the development of residential uses. Therefore, the Project would not directly induce population growth within the Project area. However, construction of the Project would create temporary construction-related jobs. Nevertheless, the work requirements of most construction projects are highly specialized such that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project, and, therefore, no new permanent residents would be generated during construction of the Project.

With regard to operation of the Project, the Project itself would generate approximately 85 net new employees within the Project Site. It is also possible that some of these jobs would be filled by persons moving into the surrounding area, thereby generating a demand for housing. However, it is anticipated that much of this demand would be filled by then-existing vacancies in the housing market. Therefore, the potential indirect population growth associated with Project employees who may relocate their place of residence is not anticipated to be substantial. As such, the Project would not result in a notable increase in demand for new housing, and any new demand, should it occur, would be minor in the context of forecasted growth for the City of Los Angeles or the Hollywood Community. Furthermore, as the Project would be located in a generally developed area with an established network of roads and other

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- b. 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 Project would not displace any existing housing. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☐ ☒

No Impact. As no housing currently exists on the Project Site, development of the Project would not cause the displacement of any persons that would necessitate the construction of housing elsewhere. Therefore, no impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

14. PUBLIC SERVICES. Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental 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 objectives for any of the public services:

- a. Fire protection? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection and emergency medical services for the Project Site. The closest LAFD fire station to the Project Site is Fire Station No. 76 located at 3111 Cahuenga Boulevard West in Los Angeles.¹² The Project's office, restaurant, and performance venue uses would increase the

¹² Los Angeles Fire Department, Fire Station Locator, <http://lafd.org/find-a-fire-station/275-fire-station-locator>, accessed January 6, 2014.

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

daytime population in the station's service area. The Project itself would generate approximately 85 new employees within the Project Site. This daytime population projected to be generated by the Project, together with the additional performance/event spaces, would contribute to an increase in the demand for fire protection and emergency medical services provided by the LAFD. In addition, due to the Project Site's location, widely varied topography, and undeveloped open space, the Project Site could be prone to fire hazards. Therefore, further analysis of this issue will be included in an EIR.

b. Police protection? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Los Angeles County Sheriff Department (LACSD) provides primary police protection services for the Project Site. The closest LACSD station to the Project Site is the West Hollywood Sheriff Station located at 780 North San Vicente Boulevard in West Hollywood. In addition, the Los Angeles Police Department (LAPD) assists in the provision of emergency response to the Project site when dispatched.

The Project's office, restaurant, and increased performance/event spaces would increase the daytime population in the station's service area. The Project itself would generate approximately 85 new employees within the Project Site. This daytime population projected to be generated by the Project together with the additional performance/event spaces, would contribute to an increase in the demand for police protection services. Therefore, the EIR will provide further analysis of this issue.

c. Schools? ☐ ☐ ☒ ☐

Less Than Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is divided into seven local districts.¹³ The Project Site is located in District 4.¹⁴ As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of students within the service area of the LAUSD.

¹³ Los Angeles Unified School District, Board of Education Districts Map, January 2010, [http://notebook.lausd.net/pls/ptl/docs/PAGE/CA_LAUSD/LAUSDNET/ABOUT_US/MAPS/2009-10%20BOARD%20DISTRICTS%20ALL%20\(8-5X11\).PDF](http://notebook.lausd.net/pls/ptl/docs/PAGE/CA_LAUSD/LAUSDNET/ABOUT_US/MAPS/2009-10%20BOARD%20DISTRICTS%20ALL%20(8-5X11).PDF), accessed January 6, 2014.

¹⁴ Los Angeles Unified School District, Board of Education District 4 Map, April 30, 2012, <http://laschoolboard.org/sites/default/files/images/maps/2012-13BoardDistrict4Map.pdf>, accessed January 6, 2014.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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In addition, any potential impact on public school facilities resulting from the potential for the approximately 85 new employees generated by the Project to relocate to the Project area and generate a need for additional public school facilities would represent a small percentage of LAUSD's total K–12 student enrollment of 651,322 students.¹⁵ Specifically, using LAUSD's generation rate of 0.2691 student per employee, the approximately 85 new employees generated by the Project would generate approximately 23 students within LAUSD boundaries.¹⁶ This number is conservative, as most of the employees would not be expected to relocate their residence as a result of gaining employment at the Project Site. In addition, many of the future employees may also already reside within LAUSD boundaries. As such, the Project would not result in the need for new or altered school facilities. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

d. Parks?

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No Impact. The Project Site comprises an approximately 32-acre County of Los Angeles regional park. The proposed improvements under the Project would enhance existing facilities and provide for new artistic programming opportunities that together would transform the existing Ford Theatres from a single-use performing arts facility to a multi-use cultural and recreational center. In addition, the Project would include an approximately 0.75-mile hiking trail located between two trailheads along the north and south ends of the Project Site. The proposed improvements would increase the recreational facilities available on-site. Therefore, the Project would result in a beneficial impact on parks and recreational facilities.

Furthermore, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in on-site residents who would utilize nearby parks and/or recreational facilities. While the Project itself would generate approximately 85 new employees within the Project Site, it is anticipated that any recreational use by these employees would occur on-site. Therefore, no impacts with regards to parks would occur and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

¹⁵ Los Angeles Unified School District. *Fingertip Facts 2013-2014*, http://home.lausd.net/apps/pages/index.jsp?uREC_ID=170893&type=d&pREC_ID=351680, accessed January 30, 2014.

¹⁶ Los Angeles Unified School District, *2012 Developer Fee Justification Study*, February 9, 2012.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The Project area is served by existing libraries within the Hollywood Community, including the nearby Frances Howard Goldwyn–Hollywood Regional Branch Library, located at 1623 North Ivar Avenue. As previously discussed, the Project does not propose the development of residential uses. Therefore, implementation of the Project would not result in a direct increase in the number of residents within the service population of the Frances Howard Goldwyn–Hollywood Regional Branch Library. In addition, as Project employees would be more likely to use library facilities near their homes during non-work hours, such Project employees would generate minimal demand for library services. Furthermore, as discussed above in Checklist Question 13.a, some of the employees that could relocate to the Project vicinity would likely do so by moving into existing units that would have been previously occupied. As such, any indirect or direct demand for library services generated by Project employees would be negligible. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

During construction and operation of the Project, roads would continue to be utilized to access the Project Site. As discussed below in Checklist Question 16.a, further analysis of the potential for the Project to result in a significant increase in the number of vehicle trips on local roadways will be included in an EIR. Any necessary improvements to local roadways associated with development of the Project will also be identified in an EIR.

15. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No Impact. As discussed above in Checklist Question 14.d, the Project would result in a beneficial impact on recreational facilities by providing improvements to an existing County regional park. In addition, it is anticipated that any recreational use by Project employees would occur on-site. Thus, the Project would not increase the use of existing off-site neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated. Therefore, no impacts would occur,

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- 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 Project Site comprises an approximately 32-acre County of Los Angeles regional park. The proposed improvements under the Project would enhance existing facilities and provide for new artistic programming opportunities. In addition, the Project would include a 0.75-mile hiking trail. The physical impacts of these improvements related to agricultural resources, mineral resources, population and housing, schools, parks, libraries, wastewater, solid waste, natural gas, and electricity have been evaluated throughout this Initial Study and have been determined to be less than significant. Furthermore, the physical impacts of these improvements related to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, fire protection, police protection, transportation/circulation, and water will be further analyzed in an EIR.

16. TRANSPORTATION/TRAFFIC. Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ☒ ☐ ☐ ☐

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Potentially Significant Impact. The Project proposes development that has the potential to result in an increase in daily and peak-hour traffic within the Project vicinity. In addition, construction of the Project has the potential to 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. Therefore, further analysis of this issue will be included in an EIR.

- b. Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project would generate additional vehicle trips that could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue will be included in an EIR.

- 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? ☐ ☐ ☐ ☒

No Impact. As previously described, the Project Site is not located within the vicinity of a public or private airport or planning boundary of any airport land use plan. With implementation of the Project, building heights would range from approximately 15 feet to 67.5 feet in height, as measured from adjacent grade, with elevations ranging from 515 feet to 610 feet above sea level. As such, the structures proposed by the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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impacts would occur, and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☒ ☐

Less Than Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. In addition, as shown in the Conceptual Site Plan provided in the Project Description included as Attachment A, no sharp curves or dangerous intersections would be created by the Project. Furthermore, access to the Project Site would be designed and constructed in accordance with regulatory requirements. Therefore, impacts would be less than significant and no mitigation measures would be required. No further analysis of this issue in an EIR is required.

- e. Result in inadequate emergency access? ☐ ☒ ☐ ☐

Less Than Significant Impact with Mitigation Incorporated. Limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures and affect emergency access. However, in accordance with Mitigation Measure Hazards-1 set forth in response to Checklist Question 8.g, above, during construction, a construction traffic management plan would be implemented to ensure that adequate and safe access remains available to the Project Site. As part of this plan, provisions for temporary traffic control would be provided during all construction activities along public rights-of-way to improve traffic flow on public roadways (e.g., flaggers). In addition, designated truck queuing, equipment staging, and construction worker parking areas would be provided. Thus, with implementation of Mitigation Measure Hazards-1, potential impacts associated with emergency access during construction would be less than significant.

During operation, access and parking would continue to be implemented and monitored to ensure that emergency access is available within the Project Site and vicinity.

Based on the above, with implementation of Mitigation Measure Hazards-1, the Project would not result in inadequate emergency access. No further analysis of this issue in an EIR is required.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Project Site is served by a variety of transit options. The Project proposes new development that has the potential to result in an increased demand for alternative transportation modes. Therefore, further analysis of this issue will be included in an EIR.

17. UTILITIES AND SERVICE SYSTEMS. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Wastewater collection and treatment services within the Project vicinity are provided by the City of Los Angeles Department of Public Works (LADPW). Wastewater generated during operation of the Project would be collected and discharged into the existing sewer mains in Cahuenga Boulevard East and conveyed to the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tilman Water Reclamation Plant (TWRP) and the Los Angeles–Glendale Water Reclamation Plant (LAGWRP). The treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).¹⁷ The HTP is designed to treat 450 mgd, with annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 362 mgd and, therefore, has an available capacity of approximately 88 mgd.¹⁸

The discharge of effluent from the HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water

¹⁷ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm accessed November 15, 2013.

¹⁸ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm, accessed November 15 2013.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. Accordingly, the HTP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards.

The wastewater generated by the Project would be typical of office and restaurant uses and performance/event venues. No industrial discharge into the wastewater system would occur. As the HTP has sufficient capacity and is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the RWQCB. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this issue in an EIR is required.

- 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? ☒ ☐ ☐ ☐

Potentially Significant Impact. Water and wastewater 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. With the increase in new building square footage and the increase in the number of events/performances within the Project Site, the Project would result in increased water demand and wastewater generation from the Project Site. With regard to water, the location, condition, and capacity of water conveyance lines will be evaluated in an EIR to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

With regard to wastewater, as described in response to Checklist Question 17.a, above, wastewater generated during operation of the Project would be collected and discharged into existing sewer mains and conveyed to the Hyperion Treatment Plant, which has an available treatment capacity of approximately 88 mgd. Wastewater from the Project currently flows through a sewer connection located along the west side of the Project Site, which connects to an existing 8-inch-diameter sewer main under Cahuenga Boulevard East that turns into a 10-inch-diameter sewer main.

Based on the Sewer Capacity Availability Request processed by the City of Los Angeles Department of Public, Bureau of Sanitation and included as Appendix IS-2 of this Initial Study,

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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the Project would generate approximately 5,452 gallons per day or approximately 0.0055 mgd of wastewater. The Project's increase in average daily wastewater flow of approximately 0.0055 mgd would represent approximately 0.006 percent of the current 88 mgd available capacity of the Hyperion Treatment Plant. Therefore, the Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant, and a less than significant impact would occur. Thus, the Project's additional wastewater flows would not substantially or incrementally exceed the future scheduled capacity of any treatment plant.

Sewer service for the Project would be provided utilizing new or existing on-site sewer connections to the existing 8-inch/10-inch sewer main under Cahuenga Boulevard East. Project-related sanitary sewer connections and on-site infrastructure would be designed and constructed in accordance with applicable City of Los Angeles Bureau of Sanitation and California Plumbing Code standards. As noted above, a Sewer Capacity Availability Request was processed by the City of Los Angeles Bureau of Sanitation to evaluate the capability of the existing wastewater system to serve the Project's estimated wastewater flow. Based on the current approximate flow levels and design capacities in the sewer system and the Project's estimated wastewater flow, the City determined that the existing sanitary sewer line on Cahuenga Boulevard East would have an adequate capacity to accommodate the additional infrastructure demand created by the Project. No upgrades to existing sewer mains would be required.

Based on the above, the existing wastewater infrastructure would have adequate capacity to accommodate the Project's net increase in wastewater and impacts with respect to wastewater infrastructure would be less than significant. No mitigation measures would be required and no further analysis of the wastewater infrastructure in an EIR is required.

- 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?



Potentially Significant Impact. As discussed in Checklist Questions 9.a and 9.d, above, drainage patterns and the amount of impervious surfaces on-site may be altered as a result of the Project. Therefore, the potential for the Project to require the construction of new stormwater drainage facilities will be analyzed further in an EIR.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The Los Angeles Department of Water and Power (LADWP) supplies water to the Project Site. With the increase in building square footage and the increase in the number of performances/events, the Project would increase the demand for water provided by LADWP. Thus, further analysis of this issue will be provided in an EIR.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. See response to Checklist Question 17.b, above. As discussed therein, the Project-generated wastewater would be accommodated by the existing capacity of the Hyperion Treatment Plant, and a less than significant impact with regard to wastewater treatment would occur. Thus, impacts with respect to wastewater treatment would be less than significant. No mitigation measures would be required and no further analysis of this issue will be provided in an EIR.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Less Than Significant Impact. Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.¹⁹ Based on the most recent 2012 ColWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at

¹⁹ Los Angeles County Countywide Integrated Waste Management Plan, 2012 Annual Report.

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

107.61 million tons, as of December 31, 2012.²⁰ Additionally, in 2012, the County's Class III landfills had a total maximum daily capacity of 28,549 tons per day (tpd) and an average daily disposal of 13,255 tpd, resulting in approximately 15,294 tpd of remaining daily disposal capacity. Aggressive waste-reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2012 ColWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027 through scenarios that include a combination of all or some of the following: (1) use of existing in-County Class III landfills and transformation facilities; (2) proposed expansion of in-County Class III landfill capacity through new or existing facilities; (3) use of out-of-County landfills for disposal, including waste-by-rail; (4) use of conversion technologies; (5) expansion of diversion infrastructure; and (6) maximization of waste reduction and recycling.

Construction of the Project would involve demolition, site grading/preparation, and building construction activities. These activities would generate construction and demolition wastes (e.g., wood, concrete, asphalt, cardboard, brick, glass, plastic, and metal) that would be recycled or collected by private waste haulers contracted by the Applicant and taken for disposal at the County's inert landfills. It is anticipated that construction of the Project would generate a total of approximately 156,700 tons of construction-related waste. The amount of construction and debris waste generated by construction of the Project would represent approximately 0.2 percent of the existing remaining disposal capacity of 64,125,859 tons for the unclassified landfill in Los Angeles County that has solid waste facility permits. Thus, the total amount of construction and demolition waste generated by the Project would represent a fraction of the remaining capacity at the unclassified landfill in Los Angeles County.

Based on solid waste generation factors provided by CalRecycle and its June 2006 Targeted Statewide Waste Characterization Study, operation of the Project would generate approximately 156.26 tons per year (0.43 tpd) of solid waste, resulting in a net increase of approximately 74.5 tons per year (100.20 tpd) of solid waste when compared with existing conditions.²¹ The estimated solid waste increase generated by the Project would represent

²⁰ *Estimated remaining daily capacity excludes Burbank, Calabasas, San Clemente, Scholl, and Whittier Landfills which would not serve the Project Site. Puente Hills Landfill is also excluded, as it was closed on October 31, 2013.*

²¹ *Waste generation factors for the Amphitheatre were based on the Integrated Waste Management Board's June 2006 Targeted Statewide Waste Characterization Study with a generation factor of 2.44 pounds per visitor per year. Waste generation factors for concessions/restaurants were based on CalRecycle Service Sector: Estimated Solid Waste Generation and Disposal Rates and used a generation factor of 1.825 pounds (Footnote continued on next page)*

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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approximately 0.00007 percent of the estimated annual remaining disposal capacity and 0.001 percent of the remaining daily disposal capacity of Class III Landfills open to the Project. The waste generation factors utilized do not account for recycling or other waste diversion measures, and, as such, this estimated amount of solid waste calculated to be generated by the Project is conservative.

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of the Project. Impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this issue is required.

g. Comply with federal, state, and local statutes and regulations related to solid waste? ☐ ☐ ☒ ☐

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal.

The Project would be consistent with the applicable regulations associated with solid waste and would promote compliance with AB 939 by providing clearly marked, source-sorted receptacles to facilitate recycling. The Applicant would also enhance recycling on-site through a recycling program that would focus on items such as paper, cardboard, glass, aluminum, plastic, and cooking oils. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, no significant impacts would occur and no mitigation measures would be required. No further evaluation of this issue is required.

h. Other utilities and service systems? ☐ ☐ ☒ ☐

per square foot per year. Waste generation for box office/museum, offices, workshop/storage, shops/visitor amenities, and central plant were based on CalRecycle Service Sector: Estimated Solid Waste Generation and Disposal Rate and used a waste generation factor of 2.19 pounds per square foot per year.

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Less Than Significant Impact. Electrical transmission to the Project Site is provided by the Los Angeles Department of Water and Power (DWP) through a network of utility poles and utility lines. In addition, natural gas service to the Project Site is provided by the Southern California Gas Company (SoCalGas). The Project would generate an increased demand for electricity and natural gas. Thus, this issue will be evaluated in an EIR.

18. 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. There are no bodies of water within the Project Site. Thus, the Project would not affect fish species or fish habitats. However, the Project has the potential to affect wildlife and plant species and historic resources. These potential impacts will be evaluated in an EIR.

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Cumulative impacts for the following subject areas will be addressed in an EIR: aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, noise, public services (fire protection and police protection), transportation/traffic, and utilities and service systems (water, wastewater and stormwater).

With respect to agricultural, forest resources, and mineral resources, the Project would have no impact to these resources and, therefore, could not combine with other projects to result in cumulative impacts. In addition, the Project would not result in potential impacts associated with hazards and hazardous materials. As none of the related projects are immediately adjacent to the Project Site, cumulative impacts associated with hazards and hazardous materials would not occur.

With regard to population and housing, recreation, schools, parks, and libraries, the Project's incremental contribution to potential cumulative impacts would not be cumulatively considerable. Specifically, as discussed in the analysis above, the Project does not propose the development of residential uses and, thus, would not directly contribute to population growth within the Project Site area or an associated direct demand for parks, recreation, schools or library services.

Regarding wastewater, as discussed above in Checklist Question 17.b, the Project's increase in average daily wastewater flows would represent approximately 0.006 percent of the current 88 mgd available capacity of the Hyperion Treatment Plant. In addition, the Project's increase in average daily wastewater generation plus the future Hyperion Service Area flows of approximately 492.3 mgd would result in a total cumulative wastewater flow of approximately 494.7 mgd. Based on the existing and future capacity of the Hyperion Service Area of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative wastewater flows of approximately 494.7 mgd. Therefore, cumulative impacts on the wastewater treatment systems would be less than significant. Further, as with the Project, new development projects occurring in the Project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. Therefore, cumulative impacts on the City's wastewater infrastructure would be less than significant.

	<i>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

With regard to solid waste, the demand for solid waste facilities would represent a small fraction of the landfill capacity available to the County of Los Angeles. In addition, as set forth in the 2012 Annual Report, the County of Los Angeles projects that adequate landfill capacity will be available to serve the County, including projected growth in the County through 2027. Thus, cumulative solid waste impacts would be less than significant. With regard to electricity and natural gas, LADWP and SoCalGas have projected that ample electricity and natural gas supplies will be available to serve anticipated future growth within the City of Los Angeles. Thus, cumulative impacts associated with electricity and natural gas would be less than significant.

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



Potentially Significant Impact. As set forth above, the Project has the potential to result in significant impacts associated with aesthetics, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality (including stormwater), land use, noise, fire protection, police protection, traffic, and water. Thus, the potential direct and indirect impacts associated with these issue areas will be addressed in an EIR. As set forth above, the Project will not result in potential impacts associated with agricultural resources, forest resources, hazards, mineral resources, population and housing, recreation, schools, parks, libraries, wastewater, solid waste, electricity and natural gas. Thus, potential direct and indirect impacts associated with these issue areas would not occur and no further analysis of these issues is required.

Attachment A: Project Description

A. Introduction

The County of Los Angeles proposes improvements to the John Anson Ford Theatres (the Ford Theatres Project or Project) located at 2580 Cahuenga Boulevard East in the Hollywood Community of the City of Los Angeles (the Project Site). The Ford Theatres, one of the oldest performing arts venues in Los Angeles, are owned by the County of Los Angeles and operated through a three-way partnership between the County of Los Angeles Department of Parks and Recreation, the County of Los Angeles Arts Commission, and the Ford Theatre Foundation.

The Project includes the rehabilitation of portions of the existing 1,196-seat Amphitheatre and the development of approximately 59,230 square feet of new buildings and approximately 48,750 square feet of outdoor plaza areas, all within the current boundaries of the Ford Theatres property. These improvements, which would be developed in several phases, would include a 299-seat theatre, a multi-purpose flex space, a restaurant, office spaces, and enhanced parking facilities and visitor amenities. The Project would also provide for improved exterior landscape areas and enhanced vehicle and pedestrian circulation. An approximately 0.75-mile hiking trail located between two trailheads along the north and south ends of the Project Site is also proposed. These improvements would enhance existing facilities and provide for new artistic programming opportunities that together would activate the Project Site and transform the existing Ford Theatres from a single-use performing arts facility open primarily on weekends to a multi-use cultural and recreational center open daily for a wide variety of users.

B. Project Location

The Project Site comprises an approximately 32-acre County of Los Angeles regional park located approximately six miles northwest of downtown Los Angeles and approximately 12 miles east of the Pacific Ocean. As shown in Figure 1 on page 2, primary regional access is provided by US 101 (Hollywood Freeway), which runs north-south west of the Project Site. The major arterials providing regional and sub-regional access to the Project Site vicinity include Cahuenga Boulevard, Highland Avenue, and Franklin Avenue.

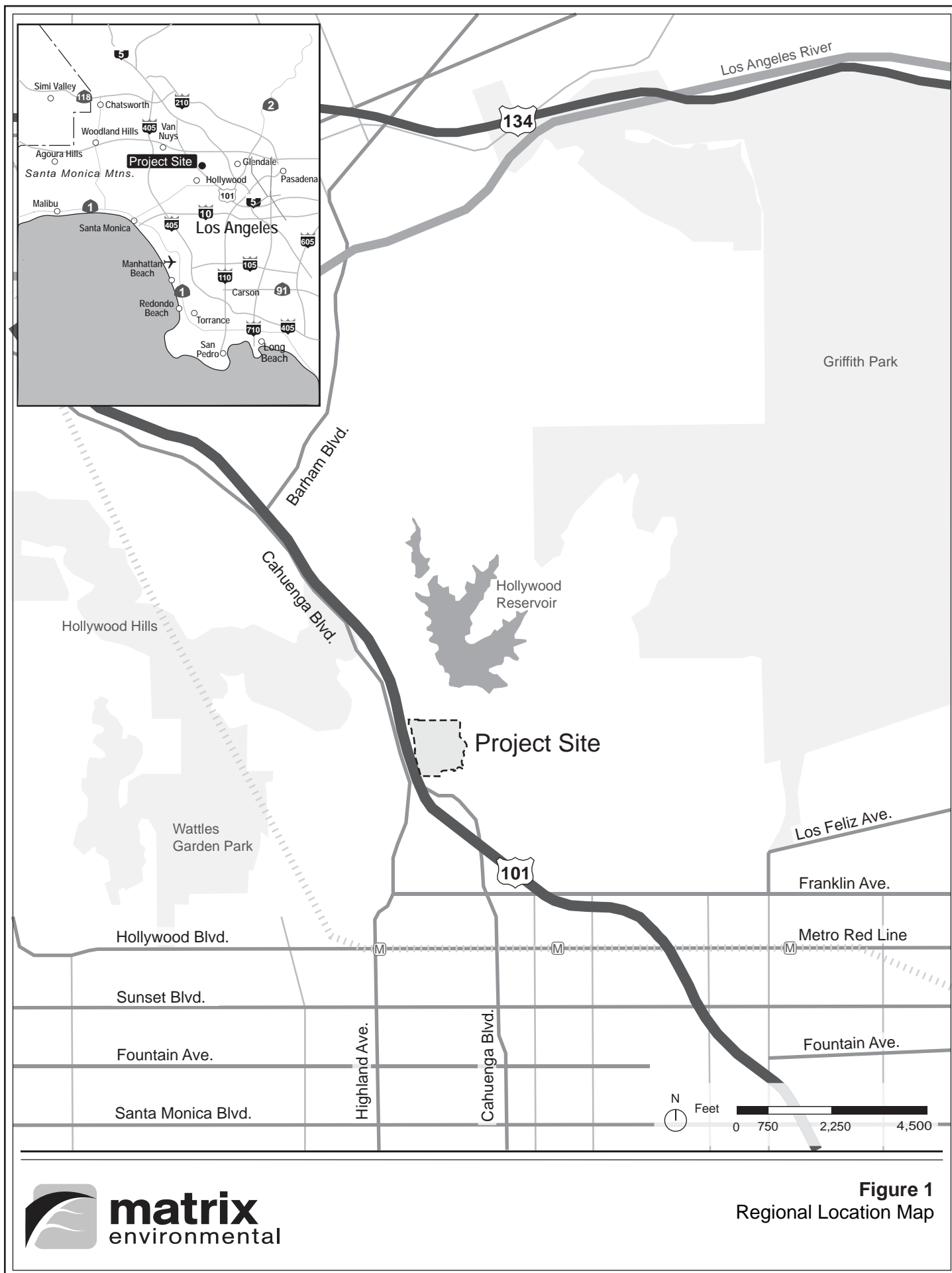


Figure 1
Regional Location Map

C. Background and Existing Project Site Conditions

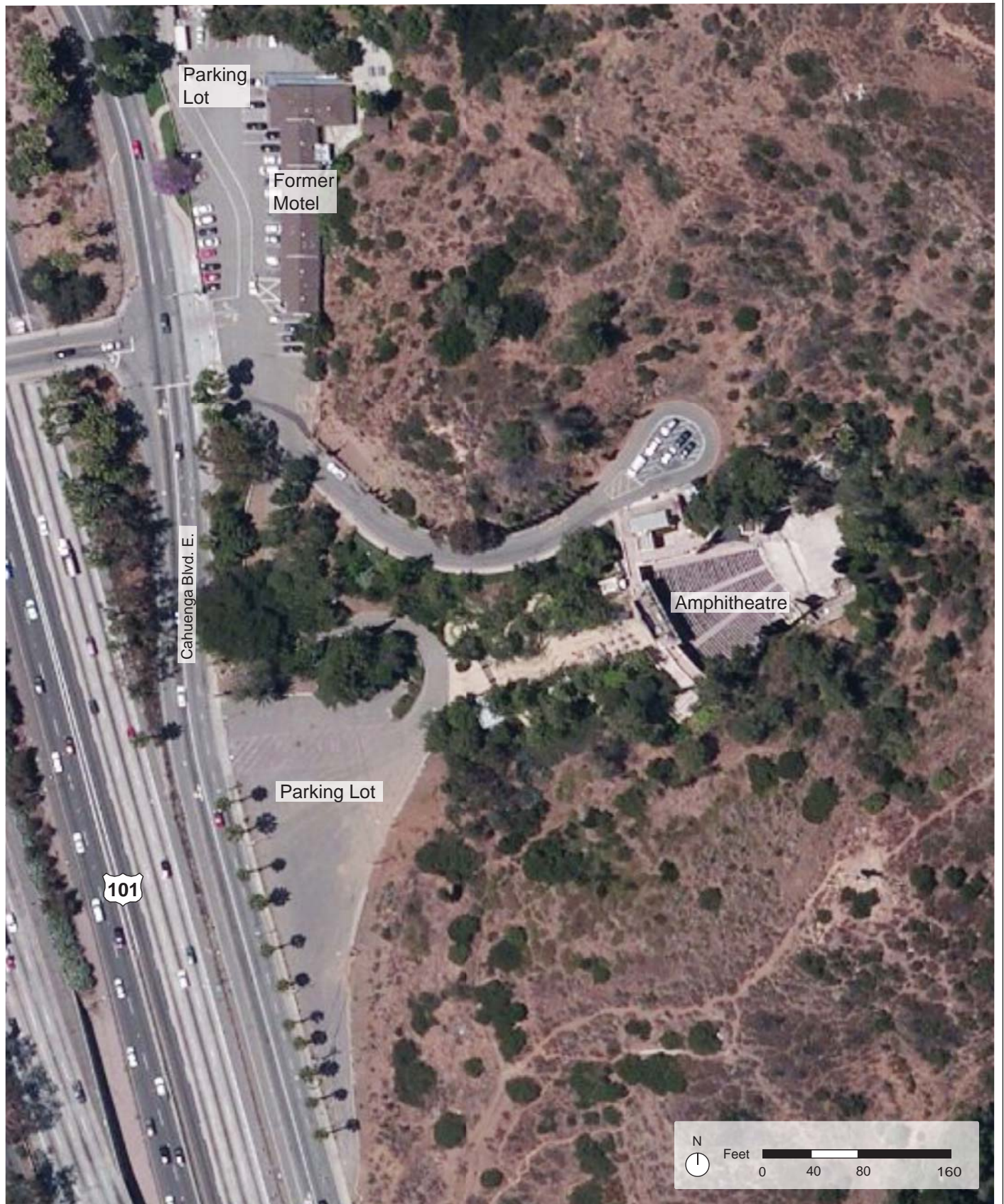
1. Background

The site of the existing Amphitheatre was originally owned by Christine Wetherhill Stevenson and Chauncey D. Clark who together provided for the construction of an outdoor amphitheatre to host Stevenson's *The Pilgrimage Play*. This play was performed in a wooden amphitheatre from 1920 to 1929, until the original structure was damaged by a brush fire in October 1929. The existing Amphitheatre, built on the same site as the original amphitheatre, was constructed of board-formed concrete, and was designed in the style of ancient Judaic architecture to resemble the gates of Jerusalem. The existing Amphitheatre opened in 1931, and in 1941, the land of the existing Amphitheatre was deeded to the County of Los Angeles. *The Pilgrimage Play* was performed at the Amphitheatre from 1931 until 1964, when a lawsuit forced its closure due to the play's religious nature. In 1976, the existing Amphitheatre, previously known as the Pilgrimage Theatre, was renamed the John Anson Ford Theatre in honor of the late Los Angeles County Supervisor's significant support of the arts. Today, the Los Angeles County Arts Commission operates the Ford Theatres as a center that fosters the excellence, diversity, vitality, understanding, appreciation and accessibility of the performing arts in Los Angeles County. The Ford Theatre Foundation, in partnership with the Los Angeles County Arts Commission and the Department of Parks and Recreation, supports programs that nurture artists, arts organizations and community, providing a gateway for the people of greater Los Angeles to discover and appreciate cultures of their region and the world.

The Ford Theatres property was evaluated as a potential historic resource in 1994 and determined eligible for listing in the National Register of Historic Places.

2. Existing Project Site Conditions

As shown in the aerial photograph provided in Figure 2 on page 4, the approximately 32-acre Project Site currently includes the open-air 1,196-seat Amphitheatre with support spaces (i.e., dressing rooms, performer restrooms, green room) below; an 860-square-foot projection booth and control room located above the Amphitheatre seating; an indoor venue located below the Amphitheatre providing approximately 87 seats referred to as [Inside] the Ford; a two-story, approximately 320-square-foot concessions building; a 365-square-foot box office; a plaza referred to as Edison Plaza and a picnic area; surface parking areas; and a former 10,500-square-foot motel building currently used as staff offices for the Ford Theatre Foundation, Los Angeles County Arts Commission staff, and the Los Angeles Philharmonic.



The Project Site also includes a cell tower and associated structures along the northwest portion of the Project Site. Other facility support spaces, such as storage and maintenance areas and restrooms, are also located throughout the Project Site. As shown further below in Table 1 on page 12, the existing buildings on the Project Site comprise a total of approximately 35,811 square feet, while the outdoor plaza areas comprise approximately 3,580 square feet. The remaining areas are comprised of surface parking areas and undeveloped open space. Landscaping is provided along driveways, surface parking areas, and pedestrian pathways. Additionally, while there are no designated hiking trails within the Project Site, there are existing user-created trails in the hills behind the Amphitheatre and around a cross that is not part of Project Site. These user-created trails are not recognized as official trails.

As shown in the aerial photograph provided in Figure 3 on 6, the Project Site is situated within the west-facing slope of a hillside where the upper elevations of the Project Site at the summit are approximately 340 feet higher than the lowest elevation along the western portion of the Project Site that is adjacent to Cahuenga Boulevard East. As such, the topography of the Project Site is widely varied from moderately sloping surface parking areas along the western portion of the Project Site to steep hillsides that are vegetated primarily with chaparral and scattered trees along the northern, southern, and eastern portions of the Project Site. Based on the varying topography of the Project Site, the buildings and structures within the Project Site similarly feature varying heights ranging from approximately 15 feet from adjacent grade (approximately 547 feet above sea level) to approximately 62 feet from adjacent grade (approximately 574 feet above sea level). With the exception of the former motel building, due to the surrounding hillsides, views of the Amphitheatre structures and support spaces are generally limited to areas along Cahuenga Boulevard East and the Hollywood Freeway.

The Project Site currently provides approximately 350 to 380 stacked parking spaces within three surface parking areas that are comprised of asphalt and dirt areas. Two surface parking lots, referred to as the north parking lot and the south parking lot, are located along Cahuenga Boulevard East, while the third surface parking lot providing disabled parking spaces is located adjacent to the upper gate. During events, parking is also available at the Universal City/Studio City Metro Red Line Station where a shuttle is provided to and from the Ford Theatres. The Hollywood Bowl also utilizes the existing parking facilities at the Ford Theatres during non-event days or during low-attendance events at the Ford Theatres.

Access to the Project Site is available via four driveways along the east side of Cahuenga Boulevard East. The northernmost driveway, located north of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, is primarily used for egress at the end of events and is occasionally used for overflow stacked parking. The driveway at



Pilgrimage Bridge and Cahuenga Boulevard East provides primary access to the Project Site. During events, this driveway is used for patrons entering by passenger vehicle and for shuttle access from the Universal City/Studio City Metro Red Line Station. During non-event times, this driveway serves as the main ingress and egress point for employees and vendors. The southern driveways, located south of the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, are primarily used for egress from the southern surface parking lot at the end of events. The circular driveway at the upper gate also serves as the performer entrance to the lower level Amphitheatre support spaces, shuttle and vehicular loading and unloading, trash pickup, media truck parking, and fire truck staging.

Pedestrian access to the Project Site is available from several locations along Cahuenga Boulevard East. Within the Project Site, pedestrian access to the Amphitheatre is available from pathways throughout the Project Site.

Lighting within the Project Site includes pole lighting within the surface parking and entry areas, exterior building lighting, stage and production lighting, and security lighting. Signage consists of an electronic sign identifying the Ford Theatres along Cahuenga Boulevard East, near the southern driveway, and wayfinding signage internal to the Project Site.

As provided further below in Table 2 on page 17, the Ford Theatres currently hosts approximately 184 events, including 84 events within the Amphitheatre from May through October and approximately 100 events within the [Inside] the Ford from November through April. Approximately 50,640 people attend events within the Amphitheatre during the May through October event season and approximately 4,000 people attend events within the [Inside] the Ford Theatre throughout the November through April event season for a total event season attendance of approximately 54,640 people. During the event season, the hours of operation for the Ford Theatres are from 8:00 A.M. to 11:00 P.M., Monday through Sunday.

As noted above, the Ford Theatres are operated through a three-way partnership between the County of Los Angeles Department of Parks and Recreation, the County of Los Angeles Arts Commission, and the Ford Theatre Foundation.

3. Approved Amphitheatre Improvements

In September 2013, the County of Los Angeles Chief Executive Office prepared a Notice of Exemption pursuant to CEQA Guidelines, Article 19, Section 15331, Historical Resource Restoration/Rehabilitation (Class 31) for the restoration and rehabilitation of portions of the existing Amphitheatre. As described in more detail below, these

improvements will provide for hillside stabilization, stage reconstruction, disabled access and code compliance improvements, theatrical systems infrastructure improvements, and mechanical and electrical systems upgrades.

The hillside stabilization improvements will include the installation of compatible stone-clad retaining walls and drainage improvements along the rear of the stage to stabilize the existing slope and reduce runoff from the surrounding hillside. The stage reconstruction will include the removal of the existing two-level concrete Amphitheatre stage structure to allow the installation of an improved stage structure, including the placement of new and upgraded foundations that meet current code requirements; new wood stage flooring and supports; an under stage drainage system; enhanced stage support and ADA-compliant performer spaces; and new ADA-compliant restroom facilities and associated plumbing. Code-required upgrades for fire/life safety and disabled access will also be implemented. Theatrical systems infrastructure improvements include improvements to the stage pit such as new steps and traps. In addition, new energy-efficient theatrical and audio-visual infrastructure to replace existing antiquated systems, including a lighting/sound proscenium truss and lighting towers, will also be implemented. Other improvements involve the rehabilitation of portions of the stage buildings and towers including the removal of the exterior paint to provide water-resistant surfaces and to return the structures to their original color, and the installation of new roofing, windows, doors, and interior infrastructure for power, heating, and air conditioning.¹ A new addition at stage left to accommodate an audio rack room and related heating, ventilation, and air conditioning will also be provided. As part of these improvements, approximately 24 trees are anticipated to be removed based on their health, root structure, and impact to the stabilization of the adjacent hillside. Such trees will be replaced with new landscaping, including new trees and shrubs. Where feasible, some of the trees proposed to be removed may be relocated throughout the Project Site.

Implementation of these improvements will provide enhanced theatrical infrastructure and performer amenities and will address long-deferred maintenance and needed repairs, including mitigation of water infiltration and provision of slope stabilization.

D. Surrounding Uses

As shown in the aerial photograph provided in Figure 3 on page 6, the area surrounding the Project Site includes a mix of residential uses and open space. Specifically, the Project Site is bounded by 4-story multi-family residential buildings and

¹ *The removal of the exterior paint to provide water-resistant surfaces is currently underway.*

open space associated with the Hollywood Reservoir to the north, single- and multi-family residential uses to the east and south, and Cahuenga Boulevard to the west. The majority of these uses are separated from the developed areas of the Project Site by open space areas and the steep topography formed by the canyon setting of the Project Site. The Hollywood Bowl is also located southwest of the Project Site across Cahuenga Boulevard and the Hollywood Freeway.

E. Description of the Project

The Ford Theatres Project is proposed to enhance existing facilities and provide for new artistic programming opportunities that together would activate the Project Site and transform the existing Ford Theatres from a single-use performing arts facility open primarily on weekends to a multi-use cultural and recreational center open daily for a wide variety of users. The Project is comprised of the following primary components: (1) rehabilitation of certain portions of the existing Amphitheatre; (2) the Ford Terrace, which would include a two-story structure with one level of office space and lower-level concessions area and a raised plaza deck above a service level; (3) the Ford Plaza, which would be set atop a new three-level parking structure and would feature a restaurant, a 299-seat theatre, a new box office, a conference room, and offices and visitor amenities; (4) the Transit Plaza, which would include a designated area for bus and valet drop-off, a new three-level parking structure, and event space; and (5) a 0.75-mile hiking trail. Conceptual site plans illustrating the development of the Project are provided in Figure 4 and Figure 5 on pages 10 and 11. In addition, Table 1 on page 12 provides a summary of the proposed improvements. A more detailed discussion of the proposed improvements is provided below.

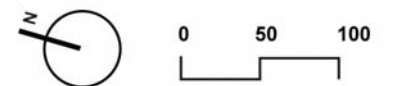
Within the Amphitheatre, the Project would replace the existing approximately 860-square-foot projection booth and control room located to the rear and above the Amphitheatre seating with a new 800-square-foot projection booth and control room. The existing projection booth and control room is not a character-defining feature of the Amphitheatre and includes an access stair that obstructs the primary circulation at the Amphitheatre level. The new projection booth and control room would be designed to enable the return of the walkway at the Amphitheatre level to its original condition. Existing lighting positions along the back of the Amphitheatre would also be removed and replaced with an upgraded lighting platform that would be integrated within a new sound wall proposed along the rear of the Amphitheatre. The proposed sound wall, which would measure approximately 48 feet in height, is intended to enhance performances by shielding the Amphitheatre from traffic noise from Cahuenga Boulevard and the Hollywood Freeway. In addition, a retractable shade structure would provide cover for the Amphitheatre during day time performances.



LEGEND

1. Historic Amphitheatre
2. Existing Edison Plaza
3. Existing Stairs and Picnic Area
4. Existing Box Office – Repurposed to Museum
5. Existing Fire Pump Relocated
6. Existing Power Shed
7. Existing Stage Improvements
8. Existing Lighting Infrastructure
9. Historic Lighting Positions
10. Existing Upslope Audio Visual Addition
11. Existing Elevator
12. New Parking Structure 1 and Ford Plaza
13. New Circulation Elevators to Parking
14. New 299-Seat Theater
15. New Restaurant
16. New Box Office
17. New Plaza Offices and Amenities
18. New Meeting Room
19. New Ford Terrace
20. New Sound Wall at Ford Terrace
21. New Artist Performance Entrance
22. New Service Court
23. New Control Booth
24. New Sound Wall at Existing Amphitheater
25. New Two-Story Concession/Office
26. New Transit Center
27. New Transit Plaza
28. New Flex Space
29. New Parking Structure 2
30. New Trail and Trail Head
31. New Central Plant
32. New Transformer(s)
33. New Generator
34. New Maintenance Area
35. New Cell Tower
36. New Signal

----- Project Site Boundary





Legend

1. Historic Amphitheatre
2. Existing Edison Plaza
3. Existing Stairs and Picnic Area
4. Existing Box Office – Repurposed to Museum
5. Existing Fire Pump Relocated
6. Existing Power Shed
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29. New Parking Structure 2
30. New Trail and Trail Head
31. New Central Plant
32. New Transformer(s)
33. New Generator
34. New Maintenance Area
35. New Cell Tower
36. New Signal

----- Project Site Boundary

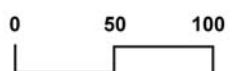


Table 1
Summary of Proposed Improvements

Use	Existing		Proposed			Net New Project Development		Total Project Site Development after Project Implementation	
	Area	Seats	Demo.	Area	Seats	Area	Seats	Area	Seats
Amphitheatre		1,196							1,196
<i>Lower Level</i>	4,780	87			(87)		(87)	4,780	
<i>Mezzanine</i>	1,760			400		400		2,160	
<i>House</i>	8,000							8,000	
<i>Stage</i>	3,300							3,300	
<i>Wings</i>	1,500							1,500	
<i>Control Room</i>	860		(860)	800		(60)		800	
<i>Rack Room/Towers</i>	806							806	
New Theatre					299		299		299
<i>House</i>				3,000		3,000		3,000	
<i>Stage</i>				2,300		2,300		2,300	
<i>Back Stage</i>				1,000		1,000		1,000	
<i>Control Room</i>				500		500		500	
<i>Lobby</i>				1,200		1,200		1,200	
Flex Space					99		99		99
<i>Seating</i>				3,000		3,000		3,000	
<i>Stage</i>				2,000		2,000		2,000	
<i>Storage</i>				3,300		3,300		3,300	
Concessions/Restaurant	320		(320)	6,400		6,080		6,400	
Box Office/Museum	365							365	
Offices	10,500		(10,500)	24,160		13,660		24,160	
Maintenance				3,000		3,000		3,000	
Workshop/Storage	2,650			2,370		2,370		5,020	

Table 1 (Continued)
Summary of Proposed Improvements

Use	Existing		Proposed			Net New Project Development		Total Project Site Development after Project Implementation	
	Area	Seats	Demo.	Area	Seats	Area	Seats	Area	Seats
Shops/Visitor Amenities				1,200		1,200		1,200	
Central Plant				2,200		2,200		2,200	
Restrooms	970			2,400		2,400		3,370	
Total Building Area	35,811			59,230		47,550	311	83,361	1,594
Total Occupied Plaza Areas	3,580			48,750		48,750		52,330	
Parking	350 to 380 spaces			500 spaces		120 to 150 spaces		500 spaces	
<p>() denotes negative number</p> <p>Source: Levin and Associates, December 2013.</p>									

As shown in Figure 5 on page 11, north of the Amphitheatre, the existing circular driveway and disabled parking at the upper gate would be modified to accommodate a dedicated artist performance entry and provide for a two-story office and concessions building and an approximately 3,750-square-foot plaza collectively referred to as the Ford Terrace. The two-story building would include approximately 2,500 square feet of office space in one level above an approximately 2,500-square-foot concessions area at the first level. To the west of the two-story building would be a raised plaza deck that would serve pre- and post performance concessions, private receptions, and intermission concessions. The plaza would feature landscaped raised planters with built-in benches along the perimeter and a sound wall along the eastern perimeter of the plaza. Access to the plaza would be from a staircase from the existing Amphitheatre walkway and an accessible ramp that would encircle the existing elevator tower. Beneath the plaza, the modified driveway would form a service level referred to as the Service Court providing a loading dock and stage loading area to serve events and general facility maintenance such as trash and recycling pickup, as well as fire department access. An approximately 1,570-square-foot workshop to support performances would also be provided within the Service Court adjacent to the loading dock. To provide for these improvements, the Project would require removal of the existing two-story approximately 320-square-foot concessions building located adjacent to the upper gate. In addition, use of the existing approximately 1,895-square-foot, 87-seat [Inside] the Ford located at the lower level of the Amphitheatre and the associated lighting, stage, and theatrical amenities would be removed. This space would be repurposed as a self-serve food marketplace area and for storage. New ADA-accessible restrooms would also be provided at the lower level. In addition, disabled parking located adjacent to the upper gate would be accommodated within the parking structures proposed as part of the Project, as described further below.

West of the Amphitheatre, generally within the existing south surface parking area, the Ford Plaza would be developed and would include a three-level parking structure, referred to as the south parking structure, which would provide approximately 250 parking spaces. A plaza deck that would serve as the primary gathering space for the Ford Theatres would be created above the parking structure. The plaza deck would create approximately 45,000 square feet of outdoor plaza areas that would be used as picnic and community space and provide visitors with views of the surrounding hillsides. As part of the Ford Plaza, the existing 365-square-foot box office located at the main entrance would be repurposed as a museum/gallery for the Ford Theatres and just west of the existing box office an approximately 560-square-foot box office would be constructed. A three-story building providing approximately 17,600 square feet of office uses and approximately 1,200 square feet of shops/visitor amenities would be located adjacent to the new box office. This three-story building would terrace south at the foothill of the plaza level. In addition, at the southern boundary of the Ford Plaza, an approximately 1,000-square-foot conference room would be built to support the adjacent office uses. Adjacent to the conference room would be an outdoor area that could accommodate small informal

performances, musical entertainment, and/or overflow/support monitors to view events occurring within the indoor venues. North of these uses within the Ford Plaza would be an approximately 3,900-square-foot, 150-seat restaurant that would include a 1,300-square-foot kitchen/bar, a 2,600-square-foot indoor seating area, and a 1,000-square-foot outdoor seating area. The restaurant would serve as the main cooking facility for the site concessions and would provide a flagship ambiance with visibility from main transportation routes. East of the restaurant, an indoor performance venue comprised of approximately 8,000 square feet and including 299 seats would be provided. This facility would feature acoustic treatments, a proscenium stage, full theatrical lighting and rigging, and multi-purpose uses. Backstage spaces within the new venue would include performer restrooms, dressing rooms, and a prep area for special events. In addition, the lobby would feature a glass curtain-wall system with pivoting doors to create an indoor/outdoor space at the edge of the Ford Plaza. This facility would expand upon and enhance the existing [Inside] the Ford programming and would eliminate both the sound control requirements of the [Inside] the Ford and the existing functional conflicts of locating an additional performance space near the Amphitheatre.

A Transit Center consisting of a bus/van loading and unloading zone, a three-level parking structure referred to as the north parking structure, a rehearsal and event space referred to as the Flex Space, and a maintenance area would be constructed along the northwestern extent of the Project Site. Specifically, upon entering the Ford Theatres from the existing primary access at the intersection of Cahuenga Boulevard East and Pilgrimage Bridge, the Transit Center would provide a staging area for buses to load and unload. From this area, vehicles would also be directed south to the parking structure within the Ford Plaza or north to the three-level parking structure proposed within the Transit Center. The north parking structure would provide approximately 250 parking spaces. The approximately 8,300-square-foot Flex Space would be constructed at the lowest level of the parking structure. The Flex Space would provide approximately 99 retractable seats and would include full theatrical lighting, performer restrooms, dressing rooms, and a prep area for special events. A plaza area referred to as the Transit Plaza would also be located below the parking structure. The upper deck of the parking structure would extend over the Flex Space and the Transit Plaza. At the upper deck, an approximately 6,300-square-foot maintenance area consisting of office, storage, garage, and yard areas would also be provided. To provide for these improvements, the Project would require removal of the existing two-story approximately 10,500-square-foot former motel building currently used for Ford Theatre Foundation, Los Angeles County Arts Commission staff, and Philharmonic offices.

Overall, as provided in Table 1 on page 12, implementation of the Project would result in approximately 47,550 net new square feet of new facilities and approximately 48,750 net new square feet of outdoor plaza areas within the Project Site. Additionally, as

summarized in Table 2 on page 17, with the new event spaces to be provided as part of the Project, the number of annual events is estimated to increase from 184 events to approximately 331 events and the number of annual attendees is estimated to increase from 54,640 people to approximately 93,725 people. The hours of operation at the Ford Theatres would continue to be from 8:00 A.M. to 11:00 P.M., Monday through Sunday. To accommodate the increase in programming, it is anticipated that existing staffing within the Project Site would increase from approximately 20 employees to up to 105 employees or an increase of approximately 85 employees.

As illustrated in Figure 4 on page 10, the Project would also include a 0.75-mile ridgeline trail with trail terminations at the north and south parking structures within the Transit Center and the Ford Plaza, respectively. The trail would be approximately four feet in width and would feature natural-type fencing as well as “sutter wall” style retaining walls and cut-in granite steps where areas of steep terrain are proposed. Hand-railing may also be provided at the steps. The hours of operation for use of the trail would observe standard park hours of sunrise to sunset.

1. Design

The proposed improvements would be designed to complement the existing historic character of the Ford Theatres. The Project is designed to be consistent with the Secretary of the Interior Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (1995) Weekes and Grimmer. The new construction would be differentiated from the existing development that would remain and would be compatible with the massing, size, scale, and architectural features of the Amphitheatre, thereby protecting its historic integrity by avoiding any substantial adverse change in the significance of an historic resource. The new buildings and parking structures in particular would be integrated into the existing topography of the Project Site. Building heights would range from approximately 15 feet to 67.5 feet in height as measured from adjacent grade with elevations ranging from 515 feet to 610 feet above sea level. Materials, such as wood, brick, stucco, metal panels, concrete and glass are anticipated to be used in the construction of the buildings.

The new buildings and infrastructure would also be designed to be environmentally sustainable and to achieve certification under the U.S. Green Building Council’s Leadership in Energy Efficiency and Design (LEED®). The Project would also be designed to meet the County’s green building requirements. Design features to reduce energy use throughout the buildings would include natural ventilation, use of daylighting controls, efficient lighting, and efficient mechanical systems and equipment through the implementation of a new central plant, transformers, and a generator. Water use would be reduced by the installation of water-efficient fixtures, equipment, and systems. Water use in irrigation

Table 2
Summary of Events and Attendance

Facility	Existing Schedule			Future Expanded Schedule		
	Number of Shows	Average Attendance per Event	Total Series Attendance	Number of Shows	Average Attendance per Event	Total Series Attendance
Amphitheatre 1,196 seats May--October						
Partner Events	40	760	30,400	40	850	34,000
Rental Events	20	700	14,000	20	800	16,000
Family Events	8	620	4,960	16	600	9,600
J.A.M. Sessions	16	80	1,280	20	100	2,000
<i>Total Attendance</i>			<i>50,640</i>			<i>61,600</i>
Inside the Ford 87 seats November--April						
Partner Events	90	40	3,600			
Rental Events	10	40	400			
<i>Total Attendance</i>			<i>4,000</i>			
New Theatre 299 seats September--July						
Partner Events				160	165	26,400
Rental Events				15	165	2,475
<i>Total Attendance</i>						<i>28,875</i>
Flex Space 99 seats July--June						
Rentals				10	75	750
Open Rehearsals and Readings				50	50	2,500
<i>Total Attendance</i>						<i>3,250</i>
Total Events			184			331
Total Audience			54,640			93,725
<i>Source: Community Arts Resources, Inc., October 2012.</i>						

would also be reduced by the use of native, drought-tolerant landscape and efficient irrigation systems. In addition, local air quality would be enhanced by the reduction of VOC-containing construction materials. Construction activities would also make use of local, recycled, and renewable materials where possible and reuse construction materials

such as grading debris within the Project Site. Similarly, the use of renewable and recyclable materials during construction, and the diversion of waste materials from landfills, would reduce long-term environmental effects of the Project. The Project would also enhance on-site recycling as part of its operations.

2. Access and Parking

Access to the Project Site would continue to be available via the four existing driveways along the east side of Cahuenga Boulevard East with some configuration and circulation modifications. In addition, to facilitate access and circulation within the Transit Center, the Project includes one new driveway between the northernmost driveway and the main entrance at the intersection Cahuenga Boulevard East and Pilgrimage Bridge. The northernmost driveway, which is currently used primarily for egress at the end of events, would be reconfigured internally to provide direct access to the proposed maintenance facility and allow egress from the north parking structure. The proposed driveway between the northernmost driveway and the main entrance would provide right-turn only egress from the Transit Center and the parking structure. The driveway at Pilgrimage Bridge and Cahuenga Boulevard East, which currently provides primary access to the Project Site, would be maintained in its existing location and configuration. The southern driveways would also be maintained in their existing locations with the southernmost driveway providing ingress to the south parking structure and the other driveway providing egress. At the driveway providing egress from the south parking structure, the Project proposes a new signal to allow for safer left turns from the driveway to Cahuenga Boulevard East. Ingress and egress to the south parking structure would also be provided from the main entrance. Within the Project Site, access to the Amphitheatre would continue to be provided at the main gate. In addition, new pedestrian pathways would be provided for access to the new areas. As described above, the existing circular driveway at the upper gate would be modified to form the Service Court, which would provide a loading dock and stage loading area to serve events and general facility maintenance such as trash and recycling pickup as well as fire department access. The Project would also include bicycle amenities.

Upon buildout of the Project, parking would be provided within two new three-level parking structures that would generally be located within the existing north and south surface parking areas that would be removed as part of the Project. Upon completion, the Project would provide a total of approximately 500 parking spaces and a net increase of approximately 120 to 150 parking spaces, including additional ADA parking spaces. During events, parking would also continue to be available at the Universal City/Studio City Metro Red Line Station where a shuttle would continue to be provided to and from the Ford Theatres. In addition, use of the Ford Theatres parking facilities by the Hollywood Bowl may continue.

3. Landscaping

A variety of native and drought tolerant plant material would be used to enhance and complement the existing plant material on the hillside. In addition, mature native trees would be planted and enhanced with complementary native vegetation. To screen off-site views of the south parking structure, the proposed landscape would berm up to cover the exposed areas of the parking structure, thereby bringing the park-like setting of the Ford Theatres to the Cahuenga Boulevard East street edge. In addition, along the proposed trail, landscape improvements may include habitat restoration and enhanced plantings.

Implementation of the Project would require the removal of approximately 143 trees, including cypress, pine, palm, eucalyptus, ficus, sycamore, and olive trees. This number includes the trees proposed to be removed as part of the approved Amphitheatre improvements described above. The Project would also relocate approximately 18 trees throughout the Project Site.

4. Lighting and Signage

The Project would feature illuminated building façades on the north parking structure, the new theatre, the restaurant, and the proposed sound wall. In addition, the Project would include exterior lighting along vehicular and pedestrian pathways and at the upper level of the north parking structure for security and wayfinding purposes. Accent lighting to highlight architectural features, landscape elements, and the Project's signage would also be incorporated. Lighting throughout the plaza areas would also be provided. The Project would also include new theatrical lighting within the Amphitheatre.

Project signage would include various identity signs including a central identity sign. The identity signs may include the existing Ford Theatres sign along Cahuenga Boulevard East, which would be relocated to the main entrance at Cahuenga Boulevard East and Pilgrimage Bridge. Alternatively, a new marquee sign that would be double-sided with LED screens on both sides could be provided along Cahuenga Boulevard East at the main entrance. The Project would also include internally illuminated graphic signs along the façades of the new theatre, the north parking structure, and the restaurant. In addition, a large sign identifying the Ford Theatres would be placed along the proposed sound wall. This sign is anticipated to be illuminated. Monitors that would be used for a variety of purposes such as publicizing events, promoting the available food services, assisting in wayfinding, and for broadcasting sold-out events may also be provided in the plaza areas and other public spaces throughout the Project Site. The Project would also include interpretive signage along the proposed hiking trail and throughout the Project Site to provide information about the history of the Ford Theatres, Ford programs and local flora

and fauna. Lastly, wayfinding signs would be located throughout the Project Site, including at parking structure entrances and elevators.

5. Utilities

The Project would provide a generator east of the office and concessions building within the Ford Terrace and north of the building would be a service yard and transformers. An approximately 2,200-square-foot central utility plant is also proposed east of the main entrance at Cahuenga Boulevard East and Pilgrimage Bridge. The central utility plant would include cooling towers, chillers, a fire pump and other associated equipment. Alternatively, the Project could provide a decentralized air-cooled system. Additional transformers would be installed within the Ford Plaza adjacent to the 299-seat theatre, at the central utility plant, at the north entrance of the north parking structure, and near the south trailhead termination. Electrical service for the Project is proposed to be provided via underground utility lines. Alternatively, electrical service for the Project may be provided via approximately 15 to 17 overhead electrical poles along Cahuenga Boulevard East. These electrical poles could measure up to 65 feet in height. In addition, temporary electrical poles could be installed within the Project Site until full build-out of the Project. Other utility improvements proposed as part of the Project would include a new fire water line, new natural gas service, and sewer and water connections and drainage improvements.

F. Project Construction and Scheduling

The Project would be implemented in several phases and may be completed as early as 2020. Construction activities would include demolition of several existing facilities, grading and excavation, and construction of new structures and related infrastructure. It is estimated that the Project would require approximately 83,774 cubic yards of export. As part of the Project, a Construction Traffic Management Plan would be implemented during construction to manage construction traffic and ensure that adequate and safe access and parking remains available during construction activities.

G. Necessary Approvals

Discretionary approvals from the County of Los Angeles Board of Supervisors will be necessary for the Ford Theatres Foundation to implement the Project.