

# Appendices

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## **Appendix A**



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Initial Study, Notice of Preparation (NOP), and  
NOP Comment Letters

## **Appendix A.1**

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Initial Study



**INITIAL STUDY  
FOR THE  
FORD THEATRES PROJECT**

**County of Los Angeles  
February 2014**



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**Initial Study Checklist**

**Attachment A: Project Description**

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# Initial Study for the Ford Theatres Project

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- 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](mailto: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.	<b>X</b>
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<br/>Significant<br/>Impact</i> | <i>Less Than<br/>Significant<br/>with<br/>Mitigation<br/>Incorporated</i> | <i>Less Than<br/>Significant<br/>Impact</i> | <i>No<br/>Impact</i>     |
|---|---|---|---|--------------------------|
| <b>1. AESTHETICS.</b> 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.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**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.<sup>1</sup> 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.

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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.

<sup>1</sup> California Department of Transportation. *California Scenic Highway Program, Scenic Highway Routes*, [www.dot.ca.gov/hq/LandArch/scenic\\_highways/scenic\\_hwy.htm](http://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.<sup>2</sup> 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

<sup>2</sup> 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](http://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.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 [ $PM_{10}$ ],<sup>3</sup> particulate matter less than 2.5 microns in size [ $PM_{2.5}$ ], and lead<sup>4</sup>). 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,

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

<sup>4</sup> 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, PM<sub>10</sub>, PM<sub>2.5</sub>, 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>with</i>	<i>Less Than</i>	
<i>Potentially Significant Impact</i>	<i>Mitigation Incorporated</i>	<i>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.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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.<sup>5</sup> As such, the Project Site is not within a currently established Alquist–Priolo Earthquake Fault Zone for surface fault rupture hazards.<sup>6</sup> 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

<sup>5</sup> Preliminary Geotechnical Evaluation, John Anson Ford Theatres Master Plan, Leighton Consulting. February 7, 2013.

<sup>6</sup> 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.<sup>7</sup> 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.<sup>8</sup> Therefore, this issue will be analyzed further in an EIR.

<sup>7</sup> 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](http://www.consrv.ca.gov/cgs/rghm/ap/Documents/Hollywood_EZRIM.pdf).

<sup>8</sup> 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.

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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.

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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.

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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:

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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.<sup>9</sup> 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.

<sup>9</sup> 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.<sup>10</sup> 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

<sup>10</sup> 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.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

**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.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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.

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| 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"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

**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.

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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.

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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.

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| f. Otherwise substantially degrade water quality? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

**Potentially Significant Impact.** See response to Checklist Question 9.a, above.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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.<sup>11</sup> 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? ☒ ☐ ☐ ☐

<sup>11</sup> 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

	<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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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.<sup>12</sup> The Project's office, restaurant, and performance venue uses would increase the

<sup>12</sup> 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.<sup>13</sup> The Project Site is located in District 4.<sup>14</sup> 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.

<sup>13</sup> 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.

<sup>14</sup> 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>Less Than Significant</i>		
<i>Potentially Significant Impact</i>	<i>with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

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.<sup>15</sup> 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.<sup>16</sup> 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?

☐
☐
☐
☒

**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.

<sup>15</sup> 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](http://home.lausd.net/apps/pages/index.jsp?uREC_ID=170893&type=d&pREC_ID=351680), accessed January 30, 2014.

<sup>16</sup> 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?
- |                                     |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-------------------------------------|--------------------------|--------------------------|--------------------------|

**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?
- |                                     |                          |                          |                          |
|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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	<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).<sup>17</sup> 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.<sup>18</sup>

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

<sup>17</sup> City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, [www.lacity.org/san/wastewater/factsfigures.htm](http://www.lacity.org/san/wastewater/factsfigures.htm) accessed November 15, 2013.

<sup>18</sup> City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, [www.lacity.org/san/wastewater/factsfigures.htm](http://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.<sup>19</sup> Based on the most recent 2012 ColWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at

<sup>19</sup> 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.<sup>20</sup> 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.<sup>21</sup> The estimated solid waste increase generated by the Project would represent

<sup>20</sup> *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.*

<sup>21</sup> *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? ☐ ☐ ☒ ☐

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*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? ☒ ☐ ☐ ☐

**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)? ☒ ☐ ☐ ☐

**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

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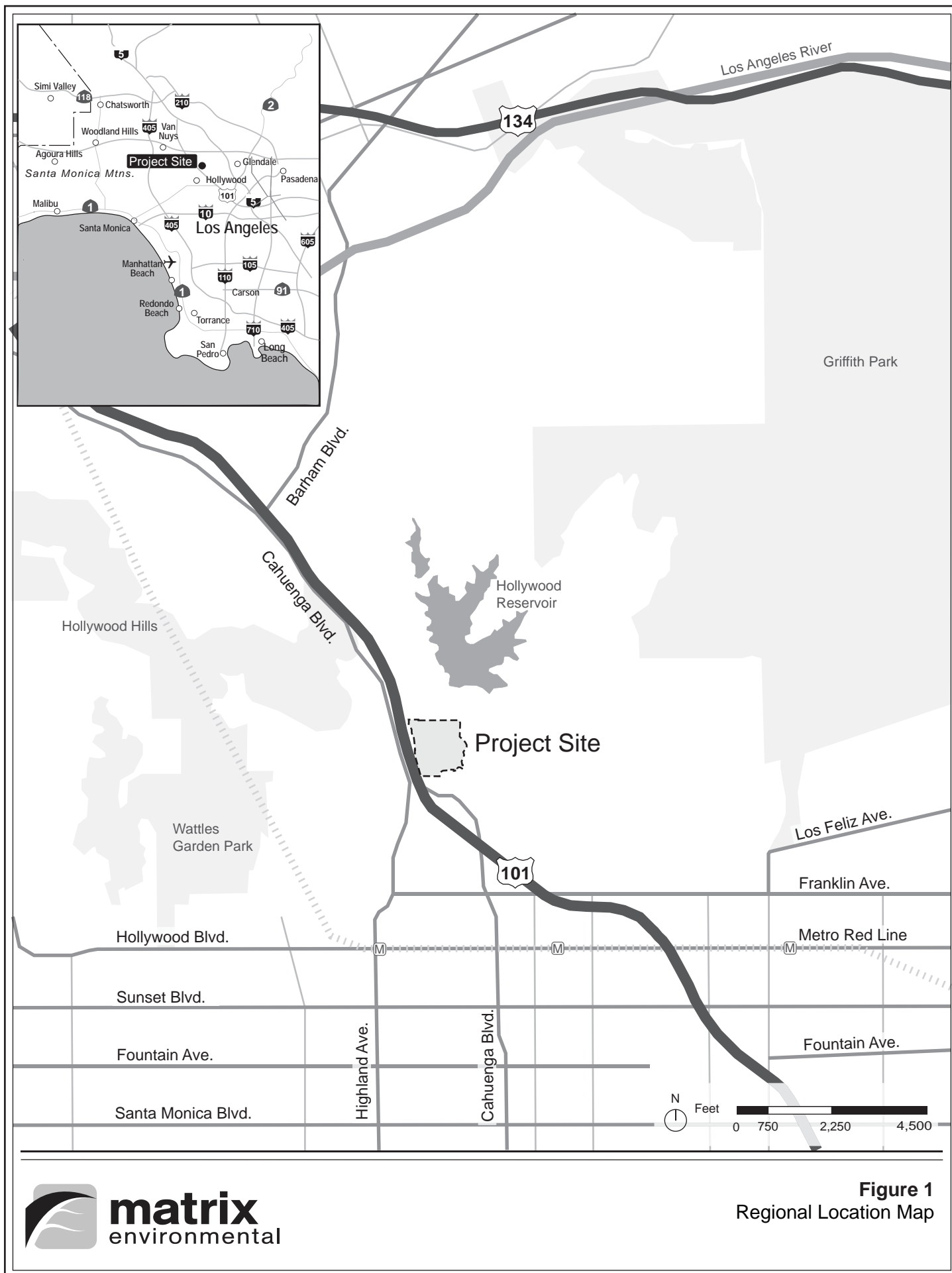
## A. Introduction

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**

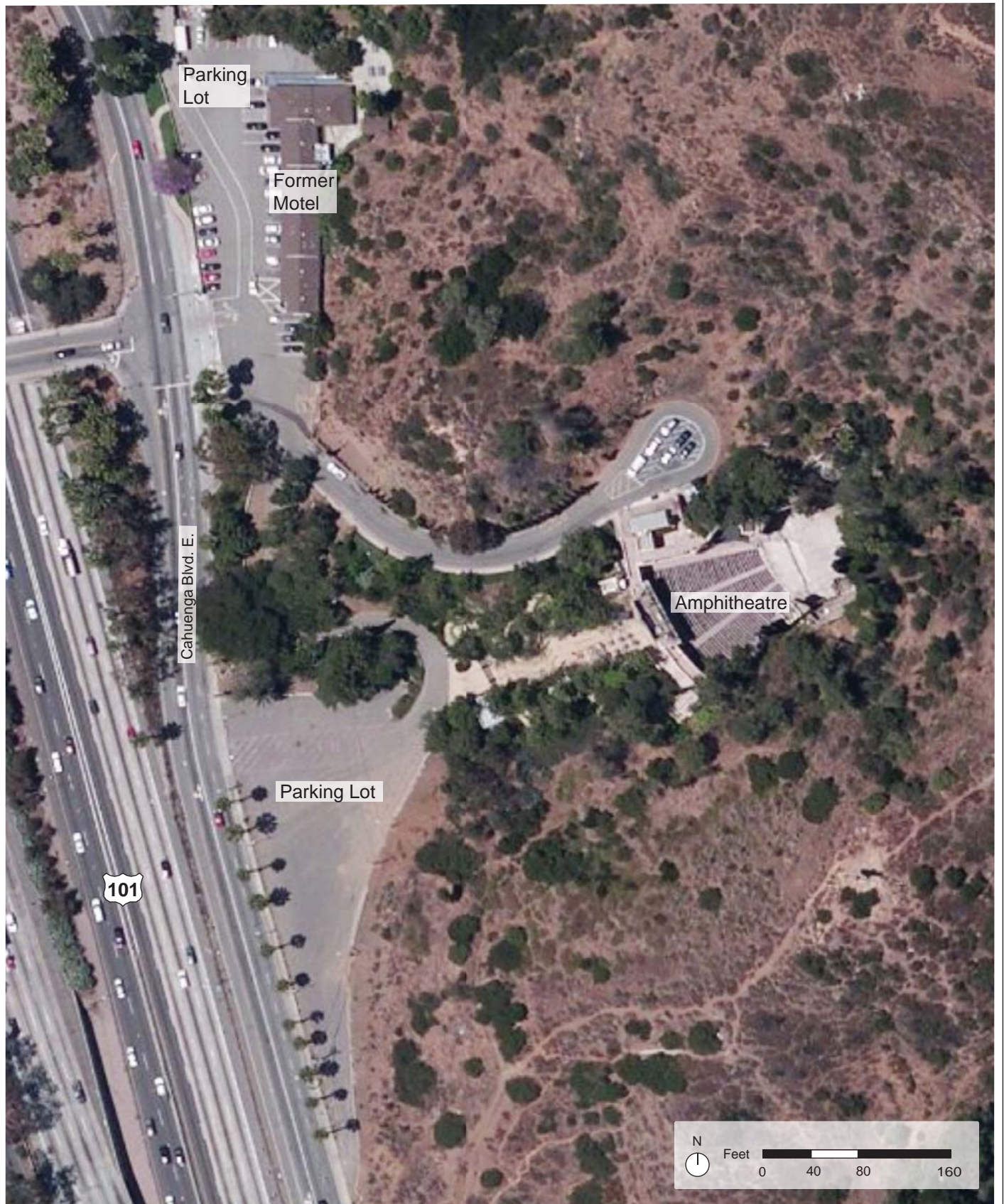
The site of the existing Amphitheatre was originally owned by Christine Wetherhill Stevenson and Chauncey D. Clark who together provided for the construction of an outdoor amphitheatre to host Stevenson's *The Pilgrimage Play*. This play was performed in a wooden amphitheatre from 1920 to 1929, until 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





**Figure 3**  
Aerial Photograph of the Project Site and Surrounding Vicinity



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.<sup>1</sup> 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

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<sup>1</sup> *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.

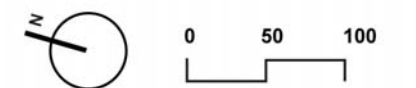




# LEGEND

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



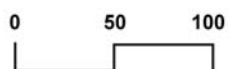




# Legend

1. Historic Amphitheatre
2. Existing Edison Plaza
3. Existing Stairs and Picnic Area
4. Existing Box Office – Repurposed to Museum
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23. New Control Booth
24. New Sound Wall at Existing Amphitheater
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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





**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
<b>Amphitheatre</b>		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	
<b>New Theatre</b>					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	
<b>Flex Space</b>					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	
<b>Concessions/Restaurant</b>	320		(320)	6,400		6,080		6,400	
<b>Box Office/Museum</b>	365							365	
<b>Offices</b>	10,500		(10,500)	24,160		13,660		24,160	
<b>Maintenance</b>				3,000		3,000		3,000	
<b>Workshop/Storage</b>	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
<b>Shops/Visitor Amenities</b>				1,200		1,200		1,200	
<b>Central Plant</b>				2,200		2,200		2,200	
<b>Restrooms</b>	970			2,400		2,400		3,370	
<b>Total Building Area</b>	35,811			59,230		47,550	311	83,361	1,594
<b>Total Occupied Plaza Areas</b>	3,580			48,750		48,750		52,330	
<b>Parking</b>	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
<b>Amphitheatre</b> 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>
<b>Inside the Ford</b> 87 seats November--April						
Partner Events	90	40	3,600			
Rental Events	10	40	400			
<i>Total Attendance</i>			<i>4,000</i>			
<b>New Theatre</b> 299 seats September--July						
Partner Events				160	165	26,400
Rental Events				15	165	2,475
<i>Total Attendance</i>						<i>28,875</i>
<b>Flex Space</b> 99 seats July--June						
Rentals				10	75	750
Open Rehearsals and Readings				50	50	2,500
<i>Total Attendance</i>						<i>3,250</i>
<b>Total Events</b>			<b>184</b>			<b>331</b>
<b>Total Audience</b>			<b>54,640</b>			<b>93,725</b>
<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.

**INITIAL STUDY  
FOR THE  
FORD THEATRES PROJECT  
APPENDICES**

**County of Los Angeles  
February 2014**

## Appendix IS-1

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### Phase I Environmental Site Assessment





**For a review of the  
Phase I Environmental Site Assessment,  
refer to**

**<http://parks.lacounty.gov/wps/portal/dpr/Newsroom/EnvironmentalDocuments/>**

## Appendix IS-2

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### Sewer Availability Response



## Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation

The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation.

Job Address:	<b>2580 CAHUENGA BLVD EAST</b>	Sanitation Scar ID:	<b>37-2131-0114</b>
Date Submitted	<b>01/07/2014</b>	Request Will Serve Letter?	<b>Yes</b>
BOE District:	<b>Central District</b>		
Applicant:	<b>MOLLENHAUER GROUP</b>		
Address:	<b>316 W 2ND ST, 5TH FLOOR</b>	City :	<b>LOS ANGELES</b>
State:	<b>CA</b>	Zip:	<b>90012</b>
Phone:	<b>213 624 2661</b>	Fax:	<b>213 614 1863</b>
Email:	<b>GKAI@MOLLENHAUERGROU.COM</b>	BPA No.	<b>ON PROCESS.</b>
S-Map:	<b>469 05</b>	Wye Map:	<b>7276-5</b>

### SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	CAHUENGA -VINE	46905016	46905017	10	100.00	CONN. AT CAHUENGA-VINE.

### Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	AUTO PARKING	20	KGSF	27,005	540
2	AUTO PARKING	20	KGSF	74,850	1,497
3	RESTAURANT: TAKE-OUT	300	KGSF	6,340	1,902
4	AUDITORIUM	3	SEAT	299	897
5	OFFICE BUILDING	120	KGSF	4,800	576
6	STORAGE: BUILDING/WAREHOUSE	20	KGSF	2,002	40

Proposed Total Flow (gpd): **5,452**

Remarks **Industrial Waste permit Required**

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: **01/21/2014** Expires On: **07/20/2014**

Processed by: **Kwasi Berko**  
Bureau of Sanitation  
Phone: 323-342-1562  
Sanitation Status: **Approved**  
Reviewed by: **Zemamu Gebrewold**  
on **01/21/2014**

Submitted by: **TONY PUEBLOS**  
Bureau of Engineering  
**Central District**  
Phone: 213-482-7050

Fees Collected	No	SCAR FEE	\$0.00
Date Collected		SCAR Status:	Completed

### **SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions**

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

### **Questions and Answers:**

**1. When is the SCARF applied, or charged?**

*It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.*

**2. Why is the SCARF being charged now when it has not been in the past?**

*The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.*

**3. Where does the SCARF get paid?**

*The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions*

**BOARD OF PUBLIC WORKS  
MEMBERS**

**KEVIN JAMES**  
PRESIDENT

**MONICA RODRIGUEZ**  
VICE PRESIDENT

**MATT SZABO**  
PRESIDENT PRO TEMPORE

**MICHAEL R. DAVIS**  
COMMISSIONER

**BARBARA ROMERO**  
COMMISSIONER

**ARLEEN P. TAYLOR**  
EXECUTIVE OFFICER

**CITY OF LOS ANGELES  
CALIFORNIA**



**ERIC GARCETTI**  
MAYOR

**DEPARTMENT OF  
PUBLIC WORKS**

**BUREAU OF  
ENGINEERING**

**DEBORAH WEINTRAUB, AIA, LEAD<sup>AP</sup>**  
INTERIM CITY ENGINEER

1149 S BROADWAY, SUITE 700  
LOS ANGELES, CA 90015-2213

<http://eng.lacity.org>

01/21/2014

**MOLLENHAUER GROUP**  
**316 W 2ND ST, 5TH FLOOR**  
**LOS ANGELES, CA, 90012**

Dear MOLLENHAUER GROUP,

**SEWER AVAILABILITY: 2580 CAHUENGA BLVD EAST**

The Bureau of Sanitation has reviewed your request of 01/07/2014 for sewer availability at **2580 CAHUENGA BLVD EAST**. Based on their analysis, it has been determined on 01/21/2014 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

This determination is valid for 180 days from the date shown on the Sewer Capacity Availability request (SCAR) approved by the Bureau of Sanitation.

While there is hydraulic capacity available in the local sewer system at this time, availability of sewer treatment capacity will be determined at the Bureau of Engineering Public Counter upon presentation of this letter. A Sewer Connection Permit may also be obtained at the same counter provided treatment capacity is available at the time of application.

A Sewerage Facilities Charge is due on all new buildings constructed within the City. The amount of this charge will be determined when application is made for your building permit and the Bureau of Engineering has the opportunity to review the building plans. To facilitate this determination a preliminary set of plans should be submitted to Bureau of Engineering District Office, Public Counter.

Provision for a clean out structure and/or a sewer trap satisfactory to the Department of Building and Safety may be required as part of the sewer connection permit.

Sincerely,

**TONY PUEBLOS**  
CIVIL ENGINEERING ASSOCIATE II  
Central District, Bureau of Engineering

City of Los Angeles  
Bureau of Engineering

**SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions**

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

**Questions and Answers:**

**1. When is the SCARF applied, or charged?**

*It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.*

**2. Why is the SCARF being charged now when it has not been in the past?**

*The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.*

**3. Where does the SCARF get paid?**

*The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions*

## **Appendix A.2**

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### Notice of Preparation (NOP)





**NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT  
AND  
NOTICE OF PUBLIC SCOPING MEETING**

**To:** All Interested Agencies, Organizations and Persons  
**From:** The County of Los Angeles  
**Subject:** Notice of Preparation of a Draft Environmental Impact Report and Public Scoping Meeting  
**Project Title:** The Ford Theatres Project  
**Project Proponent:** The Ford Theatre Foundation  
**Project Address:** 2580 Cahuenga Boulevard East, Los Angeles, California 90068  
**Date of Notice:** February 7, 2014

The County of Los Angeles (County) will be the Lead Agency and will require the preparation of an Environmental Impact Report (EIR) for the Ford Theatres Project (Project) proposed by the Ford Theatre Foundation. The County requests agencies' timely comments as to the scope and content of the EIR related to the agencies' responsibilities. For all interested agencies, organizations and persons, this scoping notice allows you an early opportunity to consult on the Project before preparation of the Draft EIR. Following preparation of the Draft EIR, there will be a later separate notice of the future opportunity to comment on the analyses of the Project in the Draft EIR.

The Project description, the potential environmental effects anticipated to be studied in the EIR, and the environmental factors not potentially affected that would not be addressed in the EIR are set forth in the Initial Study and summarized here. Also included below are the date, time, and location of the Scoping Meeting that will be held in order to solicit input regarding the content of the Draft EIR. The Scoping Meeting will be in an open house format. No decisions about the Project will be made at the scoping meeting. A copy of the Initial Study prepared for the Project is not attached due to its length, but is available for public review online at <http://parks.lacounty.gov/wps/portal/dpr/Newsroom/EnvironmentalDocuments/>, or at <http://fordtheatres.org/en/about/fordtheatresproject>, and in hard copy at Los Angeles County, Department of Parks and Recreation, Planning Division, 510 South Vermont Avenue, Room 201, Los Angeles, CA 90020. Business hours are Monday–Thursday, 7:00 A.M.–5:30 P.M.

**PROJECT BACKGROUND AND SUMMARY 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 developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former

10,500-square-foot motel building currently used as staff offices. 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.

Implementation of the proposed improvements would result in approximately 47,550 net square feet of new facilities and approximately 48,750 net new square feet of outdoor plaza areas within the Project Site, for a total of 96,300 square feet. With the addition of a 299-seat theatre and a 99-seat Flex Space, the number of annual events provided at the Project Site is also estimated to increase.

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 the Initial Study:

- **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 related 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 repurposing of the 87-seat [Inside] the Ford space 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, a 99-seat rehearsal and event space and 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.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** 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 and police protection), Transportation/Traffic, Utilities and Service Systems (water, electricity, and natural gas), and Mandatory Findings of Significance. These potential impacts will be addressed in the Draft EIR.

**ENVIRONMENTAL FACTORS NOT POTENTIALLY AFFECTED:** Based on the Initial Study, the following factors do not need to be addressed in the Draft EIR: Agriculture and Forest Resources, Hazards and Hazardous Materials, Mineral Resources, Population and Housing, Public Services (schools, parks, library services), Recreation, and Utilities and Service Systems (wastewater and solid waste).

**PUBLIC SCOPING MEETING DATE AND LOCATION:** A Scoping Meeting will be held on February 18, 2014, from 7:00 P.M. to 9:00 P.M. at the [Inside] the Ford Theatre within the Ford Theatres. The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft EIR. The Scoping Meeting will provide information regarding the Project and the anticipated scope of analyses to be contained in the Draft EIR. Written comments may be submitted at the Scoping Meeting or at any time before the end of scoping on March 11, 2014. Attendance at the Scoping Meeting is not required, and written comments on the scope of the Draft EIR by US mail or email are welcome at the County of Los Angeles, Department of Parks and Recreation address provided below.

**Date:** February 18, 2014  
**Time:** 7:00 P.M.–9:00 P.M.  
**Location:** [Inside] the Ford Theatre  
2580 Cahuenga Boulevard East  
Los Angeles, CA 90068

**Parking to be provided near the Box Office**

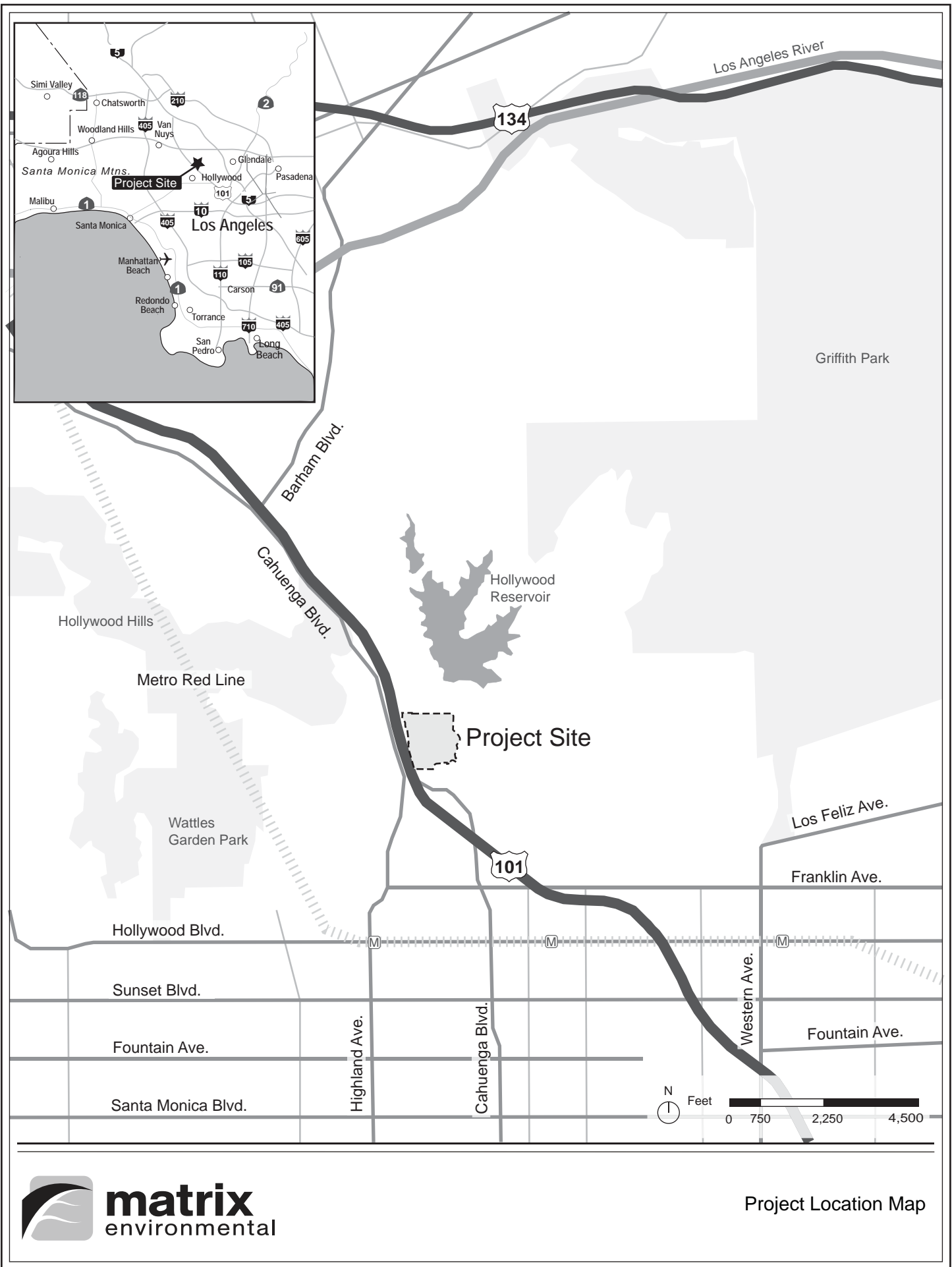
**Written comments** must be submitted to the County of Los Angeles by **March 11, 2014**, to be timely scoping comments for consideration in the preparation of the Draft EIR.

Please direct your comments by e-mail or U.S. mail to:

Joan Rupert  
County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020  
Fax: (213) 639-3959  
E-Mail: [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov)

  
Joan Rupert, Section Head

Attachments:  
Project Location Map  
Conceptual Site Plan  
Scoping Meeting Location Map







#### 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







## **Appendix A.3**

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### NOP Comment Letters



# COUNTY OF LOS ANGELES SCOPING MEETING SIGN IN SHEET

for the Ford Theatres Project  
February 18, 2014

Name	Department/Affiliation	Address	Email (optional)
FRANK LYN BURGESS	HIGHLANDS OWNERS ASSOCIATION	6700 HILL PARK DRIVE	
MARILLA BURGESS	"	"	
Joyce / STANLEY DYREDDA	HHA + HAWNC	6866 IRIS CIRCLE	JDYREDDR@AOL.COM
Joan Rupert	Parks LACO	510 S. Vermont	
Jui Ing Chien	Parks LACO	"	
Sandra Gitmed	HKCC	<del>3490 N. Knoll Dr</del>	Runsultras@aol.com
Eric Perren	County Resident Dist 3	3758 Rektar Dr.	ESP3800@aol.com
Brian Curic	Resident	7270 Woodrow Wilson Dr	Curicb@gmail.com
Wesley Taples	Pres Calhenga Hills Tennis	2700 Calh. E	cineteadr@aol.com
Grace Leavitt	Event Services Ford	2602 Marguerite Dr.	jgraceleavitt@gmail.com
VIVIAN ROMERO	BOARD Member Calhenga Hills Tennis	2700 Calhenga BL	VRomeroMusic@gmail.com
Barbara Barriette	resident	3944 Kentucky Dr. LA CA 90066 @ gmail.com	barbara-barriette@comcast.net



# COUNTY OF LOS ANGELES SCOPING MEETING SIGN IN SHEET

for the Ford Theatres Project  
February 18, 2014

Name	Department/Affiliation	Address	Email (optional)
Michael Meyer	Outpost HOA	7007 Macapa Dr. 90068	mpm@iteris.com
GRACIA STREET	NEIGHBORING PROPERTY	2340 KRENZO DR.	
Amy Cutter	Highlands Owners Assoc	6700 Hillpark Dr.	arcutter@earthlink.net
Elliot Johnson	Hollywood Heights Assoc	2056 N. Sycamore	elliottj0@sbcglobal.net
Ronn Holland	Resident	16079 Channington	Ronholland@yahoo.com
Eileen Peterson	HKCC	3525 N. Knoll Dr	msepuls@aol.com
Shannon Calland	Resident	2700 Culverly Blvd	shannon.calland@yahoo.com
Dan Bernstein	CPRCA	2928 Passmore Dr	

# FORD THEATRES PROJECT EIR MEETING

March 5, 2014

Woodward  
Wilson

Name	Department/Affiliation	Address	Email (optional)
Joan Rupert Parks		510 S Vermont	
Judith Marlin	CPPOA	7019 Woodward Wilson LA 90068	M. Judy Marlin @roadrunner.com
Krista Michaels	CPPOA	3355 Bennett Dr LA 90068	kristamichaels@earthlink.net
Tom Exaro	CPPOA	3355 Bennett Dr. LA 90068	
Tim Thornton	CPPOA	3324 Adina Dr. Los Angeles CA 90068	timothythornton@mac.com
David & Danni Kegaries	CPPOA	3107 Ellington Drive Hollywood CA 90068	Kegaries@earthlink.net

## Laura Rodriguez

---

**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Wednesday, February 26, 2014 11:03 AM  
**To:** Davis, Adam; Helen Parker (hparker@counsel.lacounty.gov); Jui Ing Chien; LaGuire, Lennie; Laura Rodriguez; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); Michelle A. Hazlett; Mohammad Saeid (Mohammad.Saeid@brjassociates.com); Stephanie Eyestone-Jones  
**Cc:** Richard Beltran  
**Subject:** FW: re ford amphitheater

Please see below for a comment on the NOP.

*Joan A. Rupert*, Section Head, Environmental and Regulatory Permitting | Los Angeles County | Department of Parks and Recreation | Planning Division | 510 South Vermont Ave. | Room 201 | Los Angeles, CA, 90020 | Desk 213-351-5126 | [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) | Fax 213-639-3959 | Parks Make Life Better

---

**From:** concepcion aguirre [<mailto:chachaaguirre@sbcglobal.net>]  
**Sent:** Tuesday, February 25, 2014 10:24 PM  
**To:** Joan Rupert  
**Subject:** re ford amphitheater

hello mr Rupert  
I am a resident of cahuenga terrace in the Hollywood dell.  
I am very concerned about the ford theater .  
we are already suffering severe traffic and parking problems the way it is.  
I am afraid that with the addition to the ford things are going to get worst.  
I am also very concerned about the trail. please make sure it is highly monitored. it is already a fire hazard due to homeless people camping there.  
please listen to the neighbors concern and consider us since we live here.  
thank you  
regards  
concepcion aguirre  
310 430 1281  
6613 cahuenga ter  
los angeles 90068

February 18, 2014

*rec'd  
2/18/14*

Presented by:

*Gregory*

Franklynn Burgess  
Member at Large  
Highlands Owners Association Board of Governors  
6700 Hillpark Drive  
Los Angeles, CA 90068  
(323) 436-0340  
office@thehighlandshollywood.org

We have no objection to the proposed Ford Theater on-site improvements per se. It is well known that the current Transportation/Traffic situations during Hollywood Bowl and Ford Theater events have already had a highly negative impact on the ability to actually receive quality timely public emergency services such as fire (LAFD), police (LAPD) and paramedic in the local area. The Hollywood Bowl has been extending their season each year and it would not surprise us if they continue this trend and try to provide more concerts each week on a year round year basis. It does not take an "Environmental Impact Report" to understand the current traffic situation . . . It is a disaster.

The current traffic levels on the remaining area streets and freeway during Hollywood Bowl and Ford Theater events make it impossible for thousands of residents to receive emergency services for several hours during the Hollywood Bowl and Ford Theater peak traffic times. Thousands of residents are literally trapped in their homes during the Hollywood Bowl and Ford Theater peak traffic times.

Procedures to limit Hollywood Bowl and Ford Theater event related parking and traffic have been successfully implemented by the Hollywood Bowl entrance on Highland Avenue and on some of the local side streets. No meaningful attempt has been made by any City, County or State agency to limit (meter) the traffic coming off the freeway, or to limit the northbound traffic on Cahuenga or Highland leading to the Hollywood Bowl and Ford Theater events area. We do not feel that the local community can approve of any additional development of the Ford Theater, or Hollywood Bowl, without a comprehensive study and objective traffic control plan being developed by the City and State to eliminate the current and future Hollywood Bowl and Ford Theater event gridlock.

We thank you for your time . . .



# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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. 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.

Comments can be submitted at the scoping meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is close of business day on March 11, 2014. In the space below (and on additional pages, if necessary, or in a format of your choosing), please provide any written comments you may have concerning the scope of the Draft EIR for the Project. Your comments will then be considered during preparation of the Draft EIR.

Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Address:

Shannan Calland  
2700 Cahuenga Blvd  
L.A. 90068  
[Shannan.Calland@yahoo.com](mailto:Shannan.Calland@yahoo.com)

1. Construction timeline, will this be phased out?
2. Timeline of construction?
3. I really like the idea of having a restaurant, would you consider adding a convenience mart.? This would be really helpful to residence who prefer to walk.
4. Will there be a pedestrian walkway connected to the sidewalk along 2700 Cahuenga Property?



# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

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Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Address:

SHANNAN CALLAND Vivian Romero - 500+ Residents  
2700 E CATHUENGA BLVD L Board Member  
LA CA 90068 Cathunga Hills

COULD YOU BE SURE TO DO YOUR  
TRAFFIC STUDY OF PEDESTRIAN  
ACCESS "DURING" BOWL AND  
FORD THEATRE SEASON WHEN  
THERE ARE POPULAR CONCERTS AND  
TONS OF PEDESTRIANS. NOT DO STUDIES  
WHEN THE BOWL + FORD + UNIVERSAL  
ARE "DARK".

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, OFFICE OF TRANSPORTATION PLANNING

IGR/CEQA BRANCH

100 MAIN STREET, MS # 16

LOS ANGELES, CA 90012-3606

PHONE: (213) 897-0409

FAX: (213) 897-1337

*Flex your power!  
Be energy efficient!*

March 11, 2014

Ms. Joan Rupert  
County of Los Angeles,  
Department of Parks and Recreation  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90068

**Re: The Ford Theatres Project**  
Notice of Preparation of a Draft EIR  
SCH #2014021013, IGR No. 140213EA  
Vic. LA/101/ PM 7.588

Dear Ms. Rupert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed Ford Theatres project. Based on the Notice of Preparation of an Environmental Impact Report (EIR), the proposed project includes rehabilitation and improvements to the existing amphitheatre and development of the Ford Terrace, the Ford Plaza, the Transit Center and hiking trail. The Ford Plaza would include a restaurant and a 299-seat theatre, a box office, a conference room, offices, and conversion of existing box office to a museum.

As the State agency with jurisdiction over State highway transportation facilities, Caltrans is concerned with the expected increase in traffic volumes in the surrounding area, as it might exacerbate congestion on the US-101 freeway. Please evaluate potential transportation impacts to US-101 associated with this project and from future growth in the surrounding area in a Traffic Impact Analysis (TIA). Please refer traffic engineers to follow the *Caltrans Guide for the Preparation of Traffic Impacts Studies*, it is accessible online at: [http://www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The TIA should include evaluation of potential traffic impacts to the northbound US-101 off-ramps to Highland Avenue/Hollywood Bowl and at Cahuenga Boulevard/Hollywood Bowl. Southbound US-101 off-ramp to Highland Avenue should also be analyzed. Please include mitigation improvements if the ramp storage capacity is projected to be exceeded.

In this case, most major events at the new Ford Theatres will likely occur during weekends, but some may occur during weekdays. Consequently, both scenarios should be included in the TIA. Schedule of special events at the new Ford Theatres should be coordinated with those of at the Hollywood Bowl. Major events should not be scheduled simultaneously; otherwise, the combined scenario should also be studied and planned for. A special event traffic management plan is highly recommended to coordinate transit, vanpooling, carpooling, and other transportation options.



Listed below are elements of what Caltrans generally expects in a traffic impact study:

- Presentations of assumptions and methods used to develop trip generation, trip distribution, trip assignments, and choice of travel mode. Travel modeling should be consistent with other regional and local modeling forecasts and with travel data.
- Inclusion of all appropriate traffic volumes. Analysis should include a) traffic from the project under consideration, b) cumulative traffic from all specific approved developments in the area, c) cumulative traffic from likely not-yet-approved developments in the area, and d) traffic growth other than from the project and developments. Scenarios involving different assumptions on development and growth should be considered.
- Analysis of AM, and PM peak-hour volumes for both existing and future conditions in the affected area. Future conditions would include foreseeable development within the Hollywood Community Plan.
- Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including a description of transportation infrastructure improvements, financial costs, funding sources and financing, sequence and scheduling considerations, implementation responsibilities, controls and monitoring.
- A plan of realistic mitigation measures under the control of the lead agency or project sponsors or specification percent shares of the costs for various mitigation actions undertaken by other agencies. Any traffic mitigation fees may be assessed proportionally with the additional traffic generated by the project. (See Caltrans' Traffic Impact Study Guide for a suggested formula).

Although the lead agency is required to comply with Los Angeles County Congestion Management Program (CMP) standards and thresholds of significance, Caltrans does not consider the Los Angeles County's CMP criteria alone to be adequate for the analysis of transportation impacts pursuant to a CEQA review. The CMP does not adequately address cumulative transportation impacts and does not analyze for safety, weaving problems, or delay. Caltrans' Guide directs preparers of traffic impact analysis to consult with the local District as early as possible to determine the appropriate requirements and criteria of significance to be used in the traffic impact analysis.

Generally, when traffic is added to already deficient highway conditions (LOS "F"), it is considered a cumulatively significant impact, as it may contribute to the extension of the congestion period and deterioration of safety.

In the spirit of mutual cooperation Caltrans staff is available to work with the project's traffic engineers to identify the parameters and the scope of work for the traffic study, as well as to determine the necessary mitigation on State Highway facilities.



Ms. Joan Rupert  
March 11, 2014  
Page 3 of 3

If you have any questions or concerns regarding these comments and wish to schedule a meeting, please feel free to contact me at (213) 897 – 9140 or project coordinator Elmer Alvarez at (213) 897-6696 or electronically at [elmer.alvarez@dot.ca.gov](mailto:elmer.alvarez@dot.ca.gov).

Sincerely,



DIANNA WATSON  
IGR/CEQA Branch Chief  
Caltrans District 7



State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor  
CHARLTON H. BONHAM, Director



March 6, 2014

Ms. Joan Rupert  
Los Angeles County  
Department of Regional Planning  
510 S. Vermont Ave. Room 201  
Los Angeles, California 90020  
Email: jrupert@planning.lacounty.gov

**Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Ford Theaters Project in Los Angeles County (SCH # 2014021013)**

Dear Ms. Rupert:

The Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Ford Theaters project relative to impacts to biological resources. The NOP was submitted by Los Angeles County acting as the Lead Agency under CEQA (Guidelines § 15367). The project is located at 2580 Cahuenga Boulevard East, Los Angeles County. The approximately 32-acre project site is located within the Hollywood Hills, north-east of the Highway 101, near the Hollywood reservoir on the south-flank of the eastern Santa Monica Mountains.

The Project includes rehabilitation and improvements to the existing Amphitheatre and development of the Ford Terrace, Ford Plaza, Transit Center, and a hiking trail, within the current boundaries of the Ford Theatres site including:

- 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.

The Project Site is located within a canyon surrounded by native vegetation. The majority of the site and surrounding area is undeveloped vacant land consisting of native habitats including but not limited to; shrubs, oak woodlands, and rock outcroppings.

The following statements and comments have been prepared pursuant to the California Environmental Quality Act (CEQA) under the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (CESA), (Fish and Game Code § 2050 *et seq.*) and/or Fish and Game Code section 1600 *et seq.*

To enable the Department to adequately review and comment on the proposed project, from the standpoint of the protection of plants, fish and wildlife, we recommend the following information be included in the DEIR:

1. **Proposed Alternatives.** The DEIR should describe specific alternatives. To ensure that alternatives to the proposed project are fully considered and evaluated, the alternatives should avoid or otherwise minimize impacts to sensitive biological resources, including Endangered, Threatened, and Rare species as well as wildlife dispersal and reduction of fire related impacts. Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate, and in areas that are not contiguous to natural open space. To allow the Department to evaluate the full range of alternatives we recommend the lead agency include an analysis of each Alternative in the DEIR. Furthermore, the analysis should include how each Alternative affects the significance of impacts to sensitive regional plant and animal resources.
2. **Increased Barriers to Wildlife Dispersal.** Creating a potential barrier to wildlife movement in the Project area will increase even further the fragmentation of high quality habitat in the Project area and further decrease the available movement corridors left available for wildlife in the Project area. The DEIR should fully evaluate the cumulative impacts of increased disturbance within this high quality habitat area immediately adjacent to the Project site (i.e., Santa Monica Mountains National Recreation Area (SMMNRA) and the Hollywood Reservoir). The DEIR should more fully evaluate how this increased barrier may impact wildlife resources.
3. **Fuel Modification Zones and Fire Risk.** Introducing structures into a natural area creates a new potential source of fire. An increased area of disturbance is required for compliance with fuel modification and fire zone protection, which in turn provides additional areas for invasive species to become established, and thus increases dry fuel in the area. The edge effect should be evaluated. To fully disclose the impacts to biological resources, the Department recommends the CEQA document's impact assessment includes any proposals for vegetation clearing as part of a Fuel Modification Zones and include any such impacts in the impact analysis.



4. If fuel modification will occur in drainages subject to the jurisdiction of the Department, a Streambed Alteration Agreement (SAA) pursuant to Fish and Game Code section 1602 may be required.
5. Wildlife Movement Corridor Studies. The DEIR should incorporate a thorough wildlife movement study within the project area and how the proposed development could affect this. Mule deer (*Odocoileus hemionus*), mountain lions (*Puma Concolor*), black bear (*Ursus Americanus*) and a myriad other small carnivores have the potential to utilize this area.
6. Human Influences on Previously Undisturbed Areas. The DEIR should identify if the area has been designated as an Ecological Sensitive Area or otherwise protected from general access to the public. The Project proposes the development of new trails that will join existing trails. The DEIR should evaluate impacts associated with any new trails, as well as the impact associated with increased traffic on natural resources in the area.
7. Biological Resources within the Project's Area. The DEIR should include the following information to provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats.
  - a. Regional Emphasis. Per CEQA Guidelines, Section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.
  - b. Rare Natural Communities. A thorough assessment of rare plants and rare natural communities, following Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see: <http://www.dfg.ca.gov/habcon/plant/>). Please follow the nomenclature used in the Manual of California Vegetation, Second Edition, as Department protocol states this is the appropriate way to categorize and analyze impacts to rare plant communities. The ranking of Associations and Alliances is available in the above referenced manual or you may contact the Department for more information.
  - c. Plant Surveys. A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see <http://www.dfg.ca.gov/habcon/plant/>). Survey protocol asks that California Natural Diversity Data Base (CNDDDB) Field Survey Forms be completed and submitted to the CNDDDB to document survey results.
  - d. Plant Surveys. When completing plant surveys, the entire site should be walked, and every species noted per Department protocol. Many sensitive species, including dudleya's (*Dudleya* spp.), Plummer's mariposa-lily (*Calochortus plummerae*), Palmer's grapplinghook (*Harpagonella palmeri*), among many other rare plants are very small (1 inch to 6 inches) and would be missed using transect



methodology. Please ensure all biological consultants follow the Department protocol when assessing the site for botanical resources. The Department typically does not consider biological assessments over one year old and botanical assessment over two years old as valid for the purposes of impact analysis and for the development of avoidance and mitigation measures under CEQA.

- e. Sensitive Plant Species. The Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities*, footnote 24, states that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The vegetation classification for the SMMNRA and environs overlaps with the project area and should be used to assist in identifying the vegetation setting and habitat conditions within the Project vicinity, as appropriate (Keeler-Wolf and Evens, 2006), found at ([http://www.dfg.ca.gov/biogeodata/vegcamp/pdfs/VegMappingRpt\\_Santa\\_Monica\\_Mountains.pdf](http://www.dfg.ca.gov/biogeodata/vegcamp/pdfs/VegMappingRpt_Santa_Monica_Mountains.pdf)). The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions and is necessary to develop habitat restoration goals and targets for areas subject to disturbance and remediation impacts.
- f. Special Status Botanical Species. Occupied habitat for special status botanical species should be avoided and preserved in perpetuity from further development. If avoidance is not feasible, off site occupied habitat should be acquired within the area immediately adjacent to the Project site. All mitigation lands preserved on site or acquired off site should be deeded to a local land conservancy and protected in perpetuity under a conservation easement to prohibit incompatible uses on the site. Furthermore, the environmental document should be analyzing the cumulative effect of habitat loss for rare plant species, and any other rare resource as defined by CEQA, to ensure the cumulative loss is mitigated below a level of significance.
- g. Biological Inventory. A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 322-2493 or [www.dfg.ca.gov/biogeodata/](http://www.dfg.ca.gov/biogeodata/) to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. CNDDDB should be used to generate a potential species list as a starting point, a 9 quadrangle search is recommended as to encompass a wider range of potential species that may be present in the Project area. A lack of data for a species in the immediate geographic area of the Project does not mean it does not have the potential to occur on the Project site.
- h. Survey Methodologies for Sensitive Wildlife. An inventory of rare, threatened, and endangered; and other sensitive species on site and within the area of potential effect, should be included in the DEIR. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal



variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with Department and the Service. Please see the following for survey methodologies recommended by the Department [http://www.dfg.ca.gov/wildlife/nongame/survey\\_monitor.html](http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html)

8. CESA-Listed Species Impacts. The DEIR should describe what methods will be employed to minimize adverse effects to CESA-listed species. In addition, any federally listed species included in any biological opinions (BOs) issued from the US Fish and Wildlife Service (Service) pursuant to the Federal Endangered Species Act, should be included in the DEIR.
9. The Department recommends the following items also be addressed In order for the project to be fully evaluated for potential impacts to CESA-listed species:
  - a. California Endangered Species Act (CESA). The Department considers adverse impacts to a species protected by the CESA, for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by State law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project results in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an incidental take permit or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an incidental take permit. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail, resolution and enforceability to satisfy the requirements for a CESA Permit. The DEIR should fully address potential impacts to CESA-species.
10. Department Species of Special Concern. The DEIR should describe several Best Management Practices (BMPs) to minimize adverse effects to species that are described as Species of Special Concern (SSC). A complete list of these species may be found at <http://www.dfg.ca.gov/wildlife/nongame/ssc/>. To fully evaluate impacts to sensitive desert species the Department recommends the following species also be specifically addressed in the DEIR:



- a. Burrowing Owls (*Athene cunicularia*). The Department recommends the Lead Agency utilize the three-tiered approach detailed in the Department's Staff Report on Burrowing Owl Mitigation (March 7, 2012 [Burrowing Owl Staff Report]) to analyze the potential for impacts to the species. The three components to evaluating species impacts are: 1) habitat assessment, 2) surveys, and 3) impact assessments. Using this methodology would result in a more robust analysis could be made to accurately identify potential impacts to the species during the CEQA process instead of deferring the analysis to consultation with the Department after and outside the CEQA process.
  - b. In addition, the Department recommends that a qualified biologist conduct a focused survey no more than 30 days before the onset of any ground-disturbing activities. Another survey should be conducted no sooner than 7 days prior to the start of vegetation clearing activities. If Burrowing Owls occupy the site during the non-breeding season (February 1st through August 31st), a passive relocation effort may be instituted. Otherwise, the Department recommends that projects avoid occupied burrows with a minimum buffer zone consistent with the Burrowing Owl Staff Report until a Department-approved biologist verifies through non-invasive methods that either 1) the birds are not nesting; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Failure to implement buffer zones could cause adult burrowing owls to abandon the nest, cause eggs or young to be directly impacted (crushed), and/or result in reproductive failure. The Department is available to the County for consultation to review the results of any surveys, regardless of their results, prior to ground disturbance.
11. Other Raptor Species. Raptors are protected under Section 3503.5 of the Fish and Game Code. The Department recommends completing surveys for raptor species to better inform the Project's potential impacts to the species prior to the circulation of the CEQA document. The results of the surveys may influence the mitigation measures ultimately adopted within the final CEQA document. The Department is available for consultation on raptor survey protocols and timing of the surveys to allow adequate time to adopt species specific mitigation measures as appropriate.
12. Impacts to Bats. Project work near, around, or in the Project footprint in its entirety should be fully evaluated for disturbances to bats. Also, bats commonly are found associated with snags and broken tress.
- a. Status of Bats in California. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish and Game Code Section 4150, California Code of Regulations, Section 251.1). Several bat species are also considered SSC and meet the CEQA definition of rare, threatened or endangered species (CEQA Guidelines 15065). Again, take of SSC could require a mandatory finding of significance by the Lead Agency, (CEQA Guidelines 15065).
  - b. Townsend's Big-eared Bat. On June 26, 2013 the Fish and Game Commission found that the listing of the Townsend's big-eared bat (*Corynorhinus townsendii*) as an endangered species in the State of California is warranted. Until the listing of Townsend's big-eared bat as an endangered species is published in Title 14 of the



California Code of Regulations, it is designated a candidate species. In the interim, Townsend's big-eared bat receive protection under the Fish and Game Code, and all provisions related to threatened and endangered species apply (Fish and Game Code §2085).

- c. Bat Species of Concern. The DEIR should discuss impacts to western mastiff bat (*Eumops perotis californicus*), western red bat (*Lasiurus blossevillei*), California leaf-nosed bat (*Macrotus californicus*), hoary bat (*Lasiurus cinereus*), Yuma myotis (*Myotis yumanensis*), western small footed myotis (*Myotis ciliolabrum*), spotted bat (*Euderma maculatum*) and pallid bat (*Antrozous pallidus*). The Department recommends additional measures to minimize impacts and to protect these biological resources. The CEQA document should fully identify and evaluate potential impacts to any of these SSC species described as potentially occurring or where appropriate habitat is described as existing on or adjacent to the Project impact area.
  - d. The Department recommends surveys be conducted in any suitable habitat to determine the potential for bats to occur on site. Measures should be identified to avoid the direct loss of bats that could result from removal of trees and/or structures that may provide maternity roost habitat (e.g., in cavities or under loose bark).
13. Revegetation. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used based on the impacted site, density of plantings referenced to impact site density, planting methodology; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria (quantitative); (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; (j) reference site, and (k) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.
  14. Impact to Streams and Wetlands. The DEIR should identify the sites which have the potential to support streams under the regulatory authority of the Department. The Department has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, The Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA may consider the Lead Agency's EIR for the project. To minimize additional requirements by the Department pursuant to Section 1600 et seq. and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate



avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

- a. Episodic Streams. The Department may take jurisdiction on episodic streams, including alluvial fan streams even where flow occurs as sheet flooding. The paper recently published by Fish and Wildlife, *A Review of Stream Processes and Forms in Dryland Watersheds*, discusses the alluvial process and the significance to water resources (Vyverber, Kris. California Department of Fish and Game, *Review of Stream Processes and Forms in Dryland Watersheds*. October, 2010, California Department of Fish and Game, California Wildlife Habitat Relationships website: (<http://www.dfg.ca.gov/biogeodata>). The Department recommends Caltrans utilize a hydrogeomorphologist conduct to conduct a jurisdictional delineation who is familiar with assessments in dryland watersheds to complete a delineation of the creeks to be included in the DEIR. The delineation should be conducted pursuant to the Service wetland definition adopted by the Department<sup>1</sup>. Please note that some wetland and riparian habitats subject to The Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers.
- b. In Stream Structures. The Department recommends the current project exclude the placement of check dams, new culverts, or other flow restriction devices within Waters of the State to retain the barrier-free status of these stretches of the stream and utilize open-span bridges in lieu of culvert crossings.

15. Breeding and/or Nesting Birds. If active nest or nesting behavior is observed during pre-project biological surveys a nesting bird avoidance and minimization plan shall be established by a qualified biologist and submitted to the Department for review. The plan shall be based on, but not limited to, site lines from the nest to the work site and observations of the nesting bird's reaction to project activities. Breeding habitat/nest site fenced and/or flagged in accordance with state and federal nesting bird guidelines shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project.<sup>2</sup> Continuous monitoring of the nest site by a qualified biologist shall occur during disturbance activities, and a nest observation log shall be updated once per hour during construction activities. If the monitoring biologist determines nesting activities may fail as a result of work activities, all work shall cease

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<sup>1</sup> Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

<sup>2</sup> NOTE: Buffer area shall increase to 300 feet for passerines and 500 feet for raptors if any endangered, threatened, or Department species of special concern are identified during protocol or pre-construction presence/absence surveys or until a nesting bird avoidance and minimization plan has been submitted by the Permittee.



within the recommended avoidance area until the biologist determines the adults and young are no longer reliant on the nest site.

16. Cumulative Impacts. The DEIR should consider the cumulative impacts of other projects within the area as a result of the implementation of the proposed project. Many currently unrealized projects could be proposed for development in this mostly natural area and piggy-back on this Project's infrastructure. There is currently no estimate for how many acres of combined potential habitat for the above mentioned species, as well as a suite of other native vertebrate and invertebrate species, will be lost as a result of the development of this project given either the known use of the general area and/or the near proximity of other currently undisturbed areas, the Department would consider potential cumulative impacts to the above mentioned species significant absent suitable mitigation.
17. Analyses of the Potential Project-Related Impacts on the Biological Resources. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR.
  - a. A discussion of impacts associated with increased lighting, noise, human activity, changes in drainage patterns, changes in water volume, velocity, and quality, soil erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts should be included. Discussions regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. The latter subject should address: project-related changes to drainage patterns on and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater.
  - b. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
  - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
18. Mitigation for the Project-Related Biological Impacts. The DEIR should include measures to fully avoid and otherwise protect rare natural resources from project-related impacts.

The Department considers these communities as threatened habitats having both regional and local significance.

- a. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.
- b. For proposed preservation and/or restoration, the DEIR should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.
- c. The Department does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered plant species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

Thank you for this opportunity to provide comments. Please contact Ms. Kelly Schmoker, Senior Environmental Scientist (Specialist) at [Kelly.Schmoker@wildlife.ca.gov](mailto:Kelly.Schmoker@wildlife.ca.gov) or (949) 581-1015 if you should have any questions or would like to coordinate further on the proposed project.

Sincerely,

*Betty J. Courtney*

Betty J. Courtney  
Environmental Program Manager I  
South Coast Region

cc: Ms. Erinn Wilson, CDFW, Los Alamitos  
Ms. Kelly Schmoker, CDFW, Mission Viejo  
Ms. Mary Meyer, CDFW, Ojai  
Mr. Scott Harris, CDFW, Pasadena  
Mr. Brock Warmuth, CDFW, Camarillo



# CITY OF LOS ANGELES

CALIFORNIA

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WASTEWATER ENGINEERING SERVICES DIV.  
2714 MEDIA CENTER DRIVE  
LOS ANGELES, CA 90065  
FAX: (323) 342-6210 OR  
(323) 342-6211

April 2, 2014

Joan Rupert, Section Head  
County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

File: SC.CE.

RECEIVED

RECEIVED

Dear Ms. Rupert:

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### **THE FORD THEATRES PROJECT – NOTICE OF PREPARATION DRAFT EIR**

This is in response to your February 7, 2014 letter requesting a review of your proposed project to improve the facilities of The Ford Theatres located at 2580 Cahuenga Boulevard East, Los Angeles, CA 90068. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

### **WASTEWATER REQUIREMENT**

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

### **Projected Wastewater Discharges for the Proposed Project:**

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
<i>Existing</i>			
Seat	3/Seat	1196 Seat	(3,588)
Concession/Restaurant	300 GPD/1000 SQ.FT	320 SQ.FT	(96)
Box Office/Museum	120 GPD/1000 SQ.FT	365 SQ.FT	(44)
Offices	120 GPD/1000 SQ.FT	10,500 SQ FT	(1,260)
Work Shop/Storage	30 GPD/1000 SQ FT	2,650 SQ FT	(80)
<i>Proposed</i>			



Amphitheatre:			
Seat	3/ Seat	1196 Seat	3,588
The Ford Terrace: Lobby & Control Room	50 GPD/1000 SQ.FT	1,700 SQ.FT	85
The Ford Plaza:			
Seat	3/Seat	299 Seat	897
Storage	30 GPD/1000 SQ FT	3,300 SQ FT	99
Concession/Restaurant	300 GPD/1000 SQ FT	6,400 SQ FT	1,920
Museum	120 GPD/1000 SQ FT	365 SQ FT	44
Offices	120 GPD/1000 SQ FT	24,160 SQ FT	2,899
Work Shop/Storage	30 GPD/1000 SQ FT	5,020 SQ FT	151
Box Office	120 GPD /1000 SQ FT	560 SQ FT	67
Conference Room	120 GPD/1000 SQ FT	1,000 SQ FT	120
Visitor Amenities	50 GPD/1000 SQ FT	1,200 SQ FT	60
The Transit Center:			
Seat	3/Seat	99 Seat	297
<b>Total</b>			<b>5,159</b>

## SEWER AVAILABILITY

The sewer infrastructure in the vicinity of your proposed project includes an existing 8-inch line on Cahuenga Blvd East. The flow from the existing 8-inch line on Cahuenga Blvd feeds into a 10-inch line on Cahuenga Blvd and then feeds into a 27-inch line on Las Palmas Ave and finally to a 45-inch line on Willoughby Ave. Figure 1 shows the details of the sewer system within the vicinity of your project. The current flows level (d/D) in the 8-inch line and the 10-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Cahuenga Blvd East	*	791,080 GPD
10	Cahuenga Blvd	*	1.04 MGD
27	Las Palmas Ave.	*	4.65 MGD
45	Willoughby Ave.	24	27.15 MGD

\* No gauging available

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

If you have any questions, please call Kwasi Berko of my staff at (323) 342-1562.

## **STORMWATER REQUIREMENTS**

The Bureau of Sanitation, Watershed Protection Division (WPD) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

### **POST-CONSTRUCTION MITIGATION REQUIREMENTS**

The project requires implementation of stormwater mitigation measures. These requirements are based on the Standard Urban Stormwater Mitigation Plan (SUSMP) and the recently adopted Low Impact Development (LID) requirements. The projects that are subject to SUSMP/LID are required to incorporate measures to mitigate the impact of stormwater runoff. The requirements are outlined in the guidance manual titled "*Development Best Management Practices Handbook – Part B: Planning Activities*". Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: [www.lastormwater.org](http://www.lastormwater.org). It is advised that input regarding SUSMP requirements be received in the early phases of the project from WPD's plan-checking staff.

### **GREEN STREETS**

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the SUSMP/LID requirements.

### **CONSTRUCTION REQUIREMENTS**

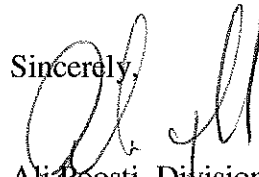
The project is required to implement stormwater control measures during its construction phase. All projects are subject to a set of minimum control measures to lessen the impact of stormwater pollution. In addition for projects that involve construction during the rainy season that is between October 1 and April 15, a Wet Weather Erosion Control Plan is required to be prepared. Also projects that disturb more than one-acre of land are subject to the California General Construction Stormwater Permit. As part of this requirement a Notice of Intent (NOI) needs to be filed with the State of California and a Storm Water Pollution Prevention Plan (SWPPP) needs to be prepared. The SWPPP must be maintained on-site during the duration of construction.

If there are questions regarding the stormwater requirements, please call Kosta Kaporis at (213) 485-0586, or WPD's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3<sup>rd</sup> Fl, Station 18.

**SOLID RESOURCE REQUIREMENTS**

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact Daniel Hackney of the Special Project Division at (213)485-3684.

Sincerely,

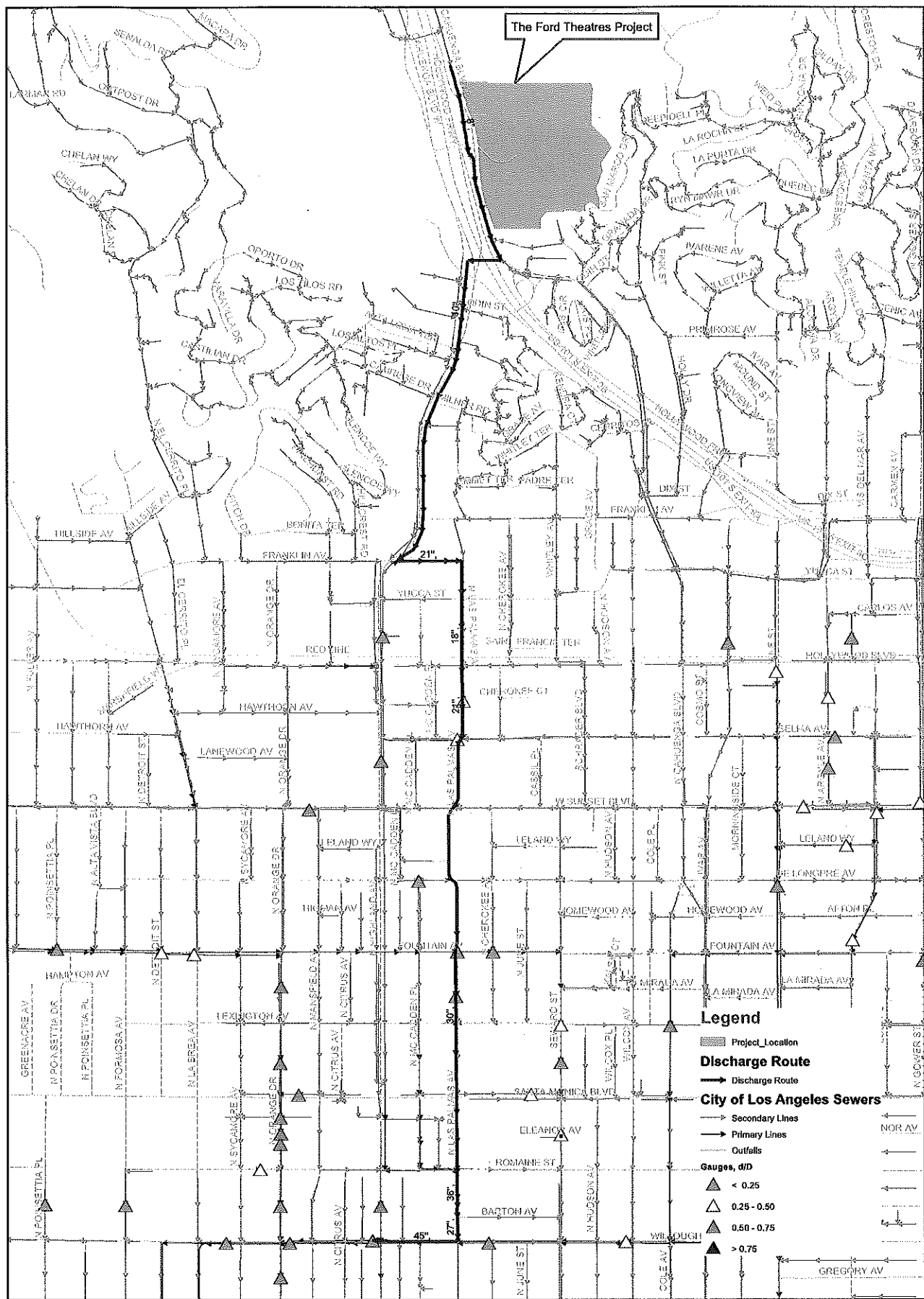


Ali Poosti, Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

KB\AP:tn

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, SAN  
Daniel Hackney, SAN  
Zemamu Gebrewold, SAN



Wastewater Engineering Services Division  
Bureau of Sanitation  
City of Los Angeles

CITY OF LOS ANGELES

SANITATION

DEPARTMENT OF PUBLIC WORKS

THE FORD THEATRES PROJECT

SEWER MAP

THE FORD THEATRES PROJECT

SEWER MAP

**FIGURE 1**  
**The Ford Theatres Project**  
**Sewer Map**





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**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Wednesday, February 12, 2014 10:40 AM  
**To:** Stephanie Eyestone-Jones; Laura Rodriguez  
**Cc:** Helen Parker (hparker@counsel.lacounty.gov); Richard Beltran; Davis, Adam; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); LaGuire, Lennie; Michelle Hazlett  
**Subject:** FW: Please don't build more theaters and restaurant on Cahuenga - FORD THEATER EXPANSION

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Comment on JAFT NOP

Joan A. Rupert, Section Head, Environmental and Regulatory Permitting I Los Angeles County I Department of Parks and Recreation I Planning Division I 510 South Vermont Ave. I Room 201 I Los Angeles, CA, 90020 I Desk 213-351-5126 I [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) I Fax 213-639-3959 I Parks Make Life Better

-----Original Message-----

**From:** Meghan Cleary [<mailto:missmeghan@missmeghan.com>]  
**Sent:** Tuesday, February 11, 2014 9:58 PM  
**To:** Joan Rupert  
**Subject:** Please don't build more theaters and restaurant on Cahuenga - FORD THEATER EXPANSION

hi there --

I would like to publicly record my dissent on allowing the Ford Theater Expansion to go through.

For those of us who live and work on the other side of the Cahuenga Pass, the traffic created by this type of expansion, paired with the Hollywood Bowl across the strewn, will create a literal roadblock to get to and from our homes and businesses. The Ford Theater side of the Pass is the only outlet for overflow traffic and the only other in and out road over the Cahuenga Pass and it is not fair to punish the thousands of people who drive that route everyday in order to be able to get past the Hollywood Bowl traffic.

As well the environmental impact would be horrendous -- that area is one of the only left in LA that affords a rich wildlife population that goes down to the Hollywood Reservoir.

I and our neighbors here in the Lake Hollywood community say NO on the Ford Theater Expansion!

Sincerely,

Meghan Cleary



*John L. Scott, Sheriff*

*County of Los Angeles*  
**Sheriff's Department Headquarters**

*4700 Ramona Boulevard  
Monterey Park, California 91754-2169*



March 12, 2014

RECEIVED

APR102014AM11:05

PLANNING DIVISION

Joan Rupert  
Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, California 90020

Dear Ms. Rupert:

**REVIEW COMMENTS  
INITIAL STUDY AND NOTICE OF PREPARATION OF A  
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
FORD THEATRES PROJECT**

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the Initial Study (IS) and Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR), dated February 7, 2014, for the Ford Theatres Project (Project). The proposed Project will rehabilitate and enhance the John Anson Ford Theatres complex by demolishing certain existing buildings and structures, and constructing various new facilities on the 32-acre site.

The IS and NOP for the proposed Project were reviewed by the Department's Parks Bureau – South Zone (PB South). PB South's comments are attached hereto (see correspondence, dated March 4, 2014, from Acting Captain Erik D. Ruble).

In summary, PB South concurs with findings contained in the IS with regard to potential impacts (Project-direct and cumulative) to law enforcement services provided by the Department. PB South also recommends the integration of various features to enhance safety and crime prevention at the proposed Project site.

PB South and the Department have no further comment to submit at this time, but we reserve the right to do so when subsequent environmental documents for the proposed Project are prepared and released for public review.

Ms. Rupert

-2-

March 12, 2014

Should you have any questions regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012, and refer to Facilities Planning Bureau Project No. E14-008. You may also contact Mr. Miyoshi, via e-mail, at [Lhmiyosh@lasd.org](mailto:Lhmiyosh@lasd.org).

Sincerely,

JOHN L. SCOTT, SHERIFF

A handwritten signature in black ink, appearing to read "Gary T.K. Tse". The signature is stylized with a large, looped "G" and "T", and a distinct "K" and "Tse" following.

Gary T.K. Tse, Director  
Facilities Planning Bureau

GTKT:LM:lm/mm

Attachment

c: Erik D. Ruble, Acting Captain, Parks Bureau – South Zone (PB South)  
Kevin C. Hannigan, Lieutenant, PB South  
Perry C. Tardif, Detective, PB South  
David Culver, Assistant Director, Facilities Planning Bureau (FPB)  
Meghan Wang, Principal Facilities Project Manager, FPB  
Lester Miyoshi, Departmental Facilities Planner, FPB  
Chrono  
(EIR-Ford Theatres Project)

COUNTY OF LOS ANGELES  
**SHERIFF'S DEPARTMENT**  
*A Tradition of Service Since 1850*

DATE: March 4, 2014

OFFICE CORRESPONDENCE

FILE NO.



FROM: ERIK D. RUBLE, A/CAPTAIN  
PARKS BUREAU

TO: GARY TSE, DIRECTOR  
FACILITIES PLANNING BUREAU

SUBJECT: **REVIEW COMMENTS ON THE INITIAL STUDY AND NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE FORD THEATRES PROJECT**

Parks Bureau – South Zone (PB South) reviewed the Initial Study (IS) and Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR), dated February 7, 2014, for the Ford Theatres Project (Project). The proposed Project is located at 2580 Cahuenga Boulevard East, in the City of Los Angeles. The proposed Project will demolish certain existing on-site structures, rehabilitate and enhance the existing Ford Amphitheatre, and construct 96,300 net new square feet of associated facilities (theatres, offices, restaurant, plaza/marketplace, transit center, parking structure, and various other amenities) within the 32-acre site.

According to the IS, West Hollywood Station is the nearest LASD facility to the proposed Project site (see Section 14, Public Services, page 35). While this may be factual, Parks Bureau is the primary law enforcement service provider to the Ford Theatres.

Also, according to the IS, the proposed Project is expected to have a potentially significant impact on law enforcement service providers (see Section 14, Public Services, pages 34-35). PB South generally concurs with this assessment, because, upon completion of the proposed Project, the number of annual events held at the Project site is expected to increase from 184 to 311, and annual attendance at the Project site is expected to increase from 54,640 to 93,725 (See Section 8, Project Background and Description, pages 2-3). Local daily population will be further impacted because the proposed Project is expected to generate 85 new permanent employment opportunities at the Ford Theatres. These data represent a significant increase above current conditions, and it is reasonable to expect this growth will be accompanied by a commensurate increase in the demand for services provided by PB South. According to the IS, the DEIR will provide further analysis of this issue. With ample notice, PB South personnel can be available to discuss this matter with the Project proponent.



The IS also states other current and reasonably foreseeable projects are located within the vicinity of proposed Project, and the development of such projects, in conjunction with the proposed Project, may contribute to potential cumulative impacts to various resources and service providers, including law enforcement (see Section 18, Mandatory Findings of Significance, pages 47-48). PB South also concurs with assessment, because meeting the future needs of our service area will assuredly require the dedication of additional resources, such as, patrol deputies, other sworn deputies, support personnel, and attendant equipment (patrol vehicles, other support vehicles, communications equipment, weaponry, office furniture, computer hardware, etc.). Also, PB South's facilities are aged, undersized, and are currently operating above capacity. In order to accommodate additional staff and assets, the Station will require substantial modernization and/or expansion. Again, the DEIR will provide further analysis of this issue, and with ample notice, PB South personnel can be available to discuss this matter with the Project proponent.

Lastly, PB South prescribes to the concept of Crime Prevention Through Environmental Design (CPTED). It is our experience that, when effectively implemented, CPTED strategies can utilize the built environment to deter criminal activities and reduce the fear of crime for law-abiding citizenry. To this end, PB South provides the following input for consideration by the Project proponent during the design phase of the proposed Project:

- The proposed Project should include perimeter fencing to discourage non-patrons from entering the facility during events at the facility, thereby reducing the potential for crimes of opportunity. Perimeter fencing will also signify to patrons that they should not wander into the hills above the facility during events, and will discourage trespassing by transients during non-event hours.
- The proposed Project should be equipped with high definition surveillance cameras throughout. If cost prohibitive, such cameras should be limited to strategic locations along pedestrian pathways, gathering areas, and at driveways on Cahuenga Boulevard. The camera system should allow law enforcement agencies to view live feed remotely, should be equipped with a hard drive capable of storing video for 15 days (minimum), and should be capable of transferring video to disc or USB storage devices.
- Proposed public restrooms should be configured such that entrances are oriented towards the main event area or other high-visibility areas. The restrooms should be secured during non-event hours to prevent vandalism, theft, and use by transients who may reside in the hills above the facility.
- The proposed parking structure should be well-lit and equipped with high definition surveillance cameras. Points of entry and egress should be



equipped with traffic control devices, and a parking lot attendant should be employed during events at the facility.

- The hiking trail should be signed to advise users that it is closed at night, and that camping and smoking are strictly prohibited. The trail itself should be well-marked to prevent users from getting lost, and the brush next to the trail should be cut short to prevent people from hiding or concealing illicit materials. Restrooms, drinking fountains, and picnic/rest areas should not be built along the trail, because transients tend to establish campsites at such facilities. If necessary, such facilities should be provided at trail heads only, because the provision of adequate security at those locations is more feasible.
- The construction site should be protected by security personnel; surveillance cameras, adequate lighting, and perimeter fencing should be installed; large mounds of dirt/debris/building materials and fence covers/screens should be avoided because they block sightlines into and through the site by security personnel and PB South patrol deputies; to the extent possible, equipment and building materials should be removed or secured during non-construction hours.

PB South has no further comment to submit at this time, but we reserve the right to do when subsequent environmental documents for the proposed Project are prepared and made available for public review and comment.

Thank you for including the Station in the environmental review process for the proposed Project. Should you have any questions of the Station regarding this matter, please contact me or Lt. Kevin C. Hannigan at (310) 965-8659.

---

**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Monday, March 03, 2014 12:04 PM  
**To:** Davis, Adam; Helen Parker (hparker@counsel.lacounty.gov); Jui Ing Chien; Kathline J. King; LaGuire, Lennie; Laura Rodriguez; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); Michelle A. Hazlett; Mohammad Saeid (Mohammad.Saeid@brjassociates.com); Richard Beltran; Stephanie Eyestone-Jones  
**Subject:** FW: Cahuenga terrace parking

Joan A. Rupert, Section Head, Environmental and Regulatory Permitting I Los Angeles County I Department of Parks and Recreation I Planning Division I 510 South Vermont Ave. I Room 201 I Los Angeles, CA, 90020 I Desk 213-351-5126 I [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) I Fax 213-639-3959 I Parks Make Life Better

-----Original Message-----

From: Gongora Omar [<mailto:gongoraomar@yahoo.com>]  
Sent: Saturday, March 01, 2014 9:43 PM  
To: Joan Rupert  
Subject: Cahuenga terrace parking

dear mr rupert..

Mi name is Omar Gongora, I live in cahuenga terrace and there is a big parking problem . day and night .

people from other areas just leave their cars parked in front of my house for days and weeks..

it will be very helpful if you can please approve restrictive parking in cahuenga terrace..

thank you

omar gongora

Sent from my iPhone

March 11, 2014

Joan Rupert  
(jrupert@parks.lacounty.gov)  
Department of Parks and Recreation  
Planning Division  
Los Angeles County  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

Attention: feedback / recommendations for the Ford Theatre Project EIR study.

I am located on Hillpark Drive at Highlands Owners Association. This is a 192 unit condominium complex located across the Hollywood freeway from the Ford Theatre and up from the Pilgrimage Bridge of Cahuenga West and Hillpark drive.

I am writing in response to the proposed study for the Ford Theatre project. I am sure there are concerns regarding noise and possibly exposed cuts in the hillside. These will be addressed in the EIR. This document lists areas of concerns as it relates to traffic, haul routes, emergency vehicles and services, and noise. And this letter is more focused about the increased traffic during construction and then after construction regarding the ongoing events. On the surface, the increase in traffic volume seems minimal. If each event is attended at full capacity the increase would amount to about 300 additional people. The real issue is the significant increase in traffic due to the increase in events, 184 events today growing to approximately 331 events annually. If this is one event per day, essentially, the Ford Theatre would be increasing the traffic volumes from 51 % to 93% of the days of the year. Quite simply, traffic congestion in the Pass is horrid. Adding this kind of traffic volume on streets that are already clogged must be studied. Therefore, it is critical that the EIR incorporates an honest look at the traffic issues experienced today in the Cahuenga Pass. Listed below is a breakdown of various aspects of the traffic that can include that viewpoint.

1. The study area and time period needs to be representative of the heavy usage of the streets and highways. Also referred to as "rush hour" in the morning and evening. Rush hour lasts longer than the conventional times expressed at the meeting on February 18<sup>th</sup> 2014 at the Ford Theatre. Any traffic study (and the EIR) needs to be expanded in the Cahuenga Pass which is representative of rush hour. This is based on personal experience of traveling the pass on a daily basis over the past 22 years:
  - a. Hours of rush hour:
    - AM: 7:00 am through 9:30 or 10:00 am
    - PM: 4:00 pm through 7:30 or 8:00 pm
  - b. This is relevant since an assumption on the bike study concluded that "rush hour" traffic occurs from 7 to 9 am in the morning and 4 to 6 pm in the evening. This was the same understanding from the consulting firm at the February 18<sup>th</sup> meeting.
  - c. EIR needs to identify options and mitigations based on the findings from the traffic study.
2. Special events that affect traffic and/or increases the typical or regular traffic flow
  - a. Hollywood Bowl: typical events start at 8:00 pm with the exception of the Playboy Jazz Festival during Father's Day on Saturday and Sunday which starts at 2pm.

- This is relevant since an assumption on the bike study concluded that “rush hour” traffic is mutually exclusive from Bowl Traffic. Basically, since events start at 8:00 pm “rush hour” is over by the time Bowl Traffic starts. This is a false assumption.
  - Bowl traffic starts around 4:00 or 5:00 pm so attendees can have picnic dinners before the concerts start.
  - Frequently, traffic backs up from the Hollywood Bowl up Cahuenga West and flows through to Barham Blvd all the way to Burbank and cars queue up on Forest Lawn. It is routine that this route might take 30-45 minutes to travel from Forest Lawn Barham intersection to Cahuenga West and Hillpark drive.
  - I am sure other routes are excessively clogged during “rush hour” in and around the Hollywood Bowl during a concert.
  - There is signage on the Hollywood Freeway warning travelers of the traffic congestion on the Highland “flyover” (southbound) exit.
  - Bottom line: Any traffic study needs to be performed across multiple days or weeks that include days with and without Hollywood Bowl traffic and Ford Theatre events.
  - And, the EIR needs to identify mitigations / options to reduce traffic congestion when there are multiple events on a single night.
- b. Hollywood Boulevard street Closures (approximately 23 days in the first 6 months of the year (see below for the 2014 schedule through June). The number of days throughout the year when the Hollywood Blvd street closure is increasing due to various activities and other major events in Hollywood like Oscars and Academy Awards.
- The street closures have a comparable effect on traffic as the Hollywood Bowl events. Not as bad but similar (see traffic impacts under Hollywood Bowl).
  - These events may be a single night or like the Oscars and Academy Awards stretch across multiple days and as long as a week.
  - Bottom line: Any traffic study needs to be performed across multiple days or weeks that include days with and without street closures on Hollywood Blvd and with and without Ford Theatre events.
  - And, the EIR needs to identify mitigations / options to reduce traffic congestion when there are multiple events on a single night.
- c. Ford Theatre event: Although the theatre is open all day it appears that the major traffic is occurring for their events starting at 8:00 pm
- Although the Ford Theatre Shuttles many of their attendees with buses, this still causes backups on the Pilgrimage Bridge. This then causes congestion along Cahuenga East and West as these vehicles attempt to enter the facility.
  - Cahuenga East is already congested south of the Ford Theatre down to Sunset and / or Fountain.
  - Increasing the buses and traffic to the facility will further exasperate the traffic congestion.
  - Bottom line: Any traffic study needs to be performed across multiple days or weeks that include days with and without street closures on Hollywood Blvd, Hollywood Bowl, and Ford Theatre events. Meaning, all three events are occurring on a single night.

- And, the EIR needs to identify mitigations / options to reduce traffic congestion when there are multiple events on a single night.
3. CalTrans has already rated the levels of services as a D or an F for the Cahuenga Pass corridor and various intersections.
    - a. This means that the congestion is so bad the amount of time it takes to travel through the intersection is extraordinarily bad. I don't know the exact time delays equated to these ratings. I can speak to the amount of delays due to the intersections I travel.
    - b. Since I travel from Glendale down Forest Lawn to Barham. Make that left on Barham in to the pass and then make the left on Cahuenga West and travel along Cahuenga West to Hillpar, I can provide first hand estimates on the length of time.
      - If I arrive at the Forest Lawn and Barham intersection on an average day before 6pm I can travel this route in about 10-15 minutes. On a night with a Hollywood Bowl event or a Hollywood Blvd street closure it can take 20-25 minutes.
      - If I arrive at the Forest Lawn and Barham intersection on an average day after 6pm I can travel this route in about 20 -25 minutes. On a night with a Hollywood Bowl event or a Hollywood Blvd street closure it can take 45 -60 minutes.
    - c. The conclusion I draw from this is that the current streets require significant modifications to handle additional traffic.
    - d. Bottom line: Any traffic study needs to be performed across multiple days or weeks that include days that measures the traffic on a normal day without events and with the events listed above to better quantify the volume of traffic caused by these events. Then use this study to determine what modifications could be made to allow for more traffic and/or improve the congestion.
    - e. And, the EIR needs to identify mitigations / options to reduce traffic congestion when there are multiple events on a single night.
  4. Since this is a significant project it is an opportunity to trigger a larger traffic project. This could be a multi-jurisdictional project. One that involves multiple agencies and businesses in the area that wants to increase their events and, therefore, increase traffic.
    - a. This would include CalTrans, the responsible agency for the Hollywood Freeway.
    - b. Since Cahuenga West and East and Barham Blvd are considered State Highways identify the lead agency for these streets. This could be Cal Trans.
    - c. Obviously, LA City and LA County can provide contributions to improve the streets to alleviate congestion.
    - d. In the past year, there is a large push to implement bike lanes through the Cahuenga Pass. This area is critical and is considered the "backbone" to join the valley with the city. As a result, there is a vested interest in adding bike lanes. Due to the congestion we cannot afford to trade traffic lanes for bike lanes. Need to figure out a way to maintain or enhance the traffic lanes and add bike lanes. This is an opportunity to work with the Bike Czar and figure out a creative solution so we maintain traffic lanes and widen the street (and add pedestrian routes).
    - e. One idea I proposed is to cantilever over the slopes above the Hollywood Freeway to widen both Cahuenga West and East. The response received was that would "cost too much money". My response to that is that it depends upon how much the projected change is wanted or needed. This could be accomplished by a multi-jurisdictional project.



- f. And, that the EIR identifies opportunities to take this multi-jurisdictional / multiple agency approach and determine options or creative mitigations to resolve the traffic congestion.
5. During the construction period, there will be 83,774 cubic yards of export. As a result, a haul route will need to be established and the project will need to deal with the added construction traffic in general and specifically related to “dump trucks” exporting dirt. This added traffic needs to consider.
- a. an alternative route than the standard conventional solution of staging the trucks on Forest Lawn Blvd in Burbank.
  - b. One recommendation is a staging area somewhere south of the Ford Theatre that allows the trucks to leverage the Hollywood Freeway rather than any surface streets in the Cahuenga Pass:
    - ENTRY: allows the trucks to travel north bound on the Hollywood Freeway, exit on Cahuenga West (I believe it is called the Highland Exit) right below the Ford Theatre. Then turn left on Cahuenga East and enter the Ford Theatre.
    - UPON EXIT: turn right out of the Ford Theatre and enter directly on to the Hollywood Freeway in the north bound direction. Continue on the Hollywood Freeway to Universal Center Drive. Turn Left over the Universal Center Drive. Turn Right on Cahuenga West. Turn Right on to the Southbound on ramp to the Hollywood Freeway. (at the In and Out Burger).
    - Note: the purpose of this route is to avoid the use of Cahuenga West, East, and Barham Blvd which is already heavily congested with rush hour traffic and trucks importing or exporting dirt to other projects, and the Hollywood Bowl events, and Hollywood Blvd Closures.
    - Hours of the Haul Route: Haul route should run 10 to 3:30 pm Monday through Friday to avoid “rush hour” traffic times and conflicting with other events in the area.
6. Emergency Vehicles: to the excessive period of time of “rush hour” the Cahuenga Pass which includes Cahuenga West, Cahuenga East, Barham Blvd, and the Hollywood Freeway are severely congested. It is not uncommon for the local fire station 76 to be blocked from traveling to their destination and rendering aid. This should be studied as part of the EIR. The way the Ford Theatre project initial study document is written it indicates emergency services are not affected since they will be leveraging Mitigation Measure Hazards-1. The emphasis in the document related to this is that emergency services to and from the Ford Theatre will not be affected. The project does not take in to consideration the further reduction in service by emergency services to the neighborhood during construction and after the events start at the Ford Theatre. There is some reference that due to the fact that Mitigation Measure Hazards-1 is involved, that resolves the impacts from this project on emergency services. ON the contrary, the excessive traffic congestion does effect emergency services and will affect the level of service to the neighborhood. This project will only make the traffic worse and further degrade the services. Therefore, the EIR needs to study the impacts for emergency services to the neighborhood and identify mitigation and options.
7. Any opportunity to increase pedestrian traffic to and from the Ford Theatre should be considered. For example, today, there are no pedestrian options for people, once they travel over the Pilgrimage Bridge to cross Cahuenga East to the Ford Theatre. There is a metal barrier on one side essentially blocking or hindering pedestrian crossing over Cahuenga East. And, there is no longer a button to push to trigger the signal for a walk sign like you see in regular intersections. This should be studied and included in the plans to encourage or increase walking traffic.

8. Finally, the ambient noise level needs to be investigated as part of the EIR. We need to understand during construction and once the events start if the decibel levels will increase significantly from what they are today. At first glance, it doesn't appear that the Highland's Owners Association will be affected by noise from the Ford Theatre. However, it does need to be studied to be sure if there are any issues. In any case, the EIR needs to identify mitigations and options for such issues.

Based on my participation on February 18<sup>th</sup> and a review of the Ford Theatre Project initial study these are my comments / recommendations to help shape the EIR. Basically, things to consider based on unique aspects of the Cahuenga Pass where the Ford Theatre resides. Basically, the Ford Theatre Project wants to increase their events which in turn will increase their traffic. Since the Ford Theatre is starting out with traffic congestion that is essentially at a level D or F it may be that they cannot add any more events without addressing traffic. I would suggest the project team looks at this as an opportunity to trigger a multi-jurisdictional or multi-agency project to make significant changes in streets and/or highways that makes improvements in capacity that in turn reduces exponentially the traffic congestion.

Sincerely,

Amy Cutter

AC: arc

CC:

Highlands Owners Association  
Cahuenga Pass Property Owners  
Hollywood Heights  
Beau Monde Property

**From:** no-reply@hhwnc.org [mailto:no-reply@hhwnc.org]  
**Sent:** Monday, February 03, 2014 9:01 AM  
**To:** arcutter@earthlink.net  
**Subject:** Street Closure Notice

A Note From Your Traffic Committee about Street Closures on Hollywood Blvd.

On top of this list of upcoming street closures -- the Department of Water and Power will be replacing a water main on Sunset Blvd around the same time Hollywood Blvd. will be have lanes closed for the Oscars. Sunset going West will have only ONE LANE.

**86th Annual Academy Awards – 21 Days Prior to Show**

Sunday, February 9, 2014 8:00 a.m. – Saturday, March 8, 2014 8:00 a.m.

**Orchid Alley, between Orange Drive and Orchid Street, will be closed.**

**"Robocop" Premiere**

Monday, February 10, 2014 10:00 a.m. – Tuesday, February 11, 2014 12:15 a.m.

**Westbound lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed.**

**86th Annual Academy Awards – 14 Days Prior to Show**

Sunday, February 16, 2014 6:00 a.m. – Tuesday, March 4, 2014 6:00 p.m.

**North curb lane of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed. Additionally, the north sidewalk will be closed, allowing 8' pedestrian access, until 10:00 p.m. on March 4. The east and west curb lanes of Orange Dr., between Hollywood Blvd. and Orchid Alley, will be closed.**

86th Annual Academy Awards – 11 Days Prior to Show

Wednesday, February 19, 2014 10:00 p.m. – Tuesday, March 4, 2014 6:00 a.m.

**North curb lane of Hawthorn Ave., between Highland Ave. and Orange Dr., will be closed.**

86th Annual Academy Awards – 7 Days Prior to Show

Sunday, February 23, 2014 6:00 p.m. – Tuesday, March 4, 2014 6:00 a.m.

**All lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed. The north and south sidewalks will be closed with 8' of pedestrian access, except for the portion of the north sidewalk directly in front of the Dolby Theatre portal, which will be completely closed (pedestrian traffic will be re-routed). Additionally, the mid-block crosswalk, the south curb lane of Hawthorn Ave, between Highland Ave. and Orange Dr., and Hawthorn Alley (behind El Capitan) will be closed.**

86th Annual Academy Awards – 6 Days Prior to Show

Monday, February 24, 2014 12:15 a.m. – Tuesday, March 4, 2014 6:00 a.m.

**All lanes of Hawthorn Ave., between Highland Ave. and Orange Dr., will be closed.**

86th Annual Academy Awards – 1 Day Prior to Show

Saturday, March 1, 2014 6:00 a.m. – Monday, March 3, 2014 6:00 a.m.

All lanes of Orange Dr., between Hollywood Blvd. and Orchid Alley, will be closed; Orchid Street from 60 feet south of Franklin Ave. to Orchid Alley will be closed; and the north and south sidewalk of Hawthorn Ave. between Highland Ave. and Orange Dr. will be closed.

Additionally, the north sidewalk of Hollywood Blvd., between Highland Ave. and Orange Dr., will be completely closed including the MTA entrance after the last regularly scheduled train on Saturday, March 1 until the first scheduled train after 6:00 a.m. on Monday, March 3.

#### [86th Annual Academy Awards – Day of Show](#)

Sunday, March 2, 2014 12:15 a.m. – Monday, March 3, 2014 6:00 a.m.

Orange Drive, from Hawthorn Alley to Hollywood Blvd., will be closed. The southbound 101-freeway off-ramp at Highland Ave. will be closed. Many additional closures and restrictions will be in effect. Refer to attachment for a list of all closures, beginning on 2/9/14.

#### ["300: Rise of an Empire" Premiere](#)

Tuesday, March 4, 2014 10:00 a.m. – 11:45 p.m.

Westbound lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed.



### "Need for Speed" Premiere

Thursday, March 6, 2014 6:30 a.m. – 11:45 p.m.

All lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed.

### LA Marathon

Sunday, March 9, 2014 6:00 a.m. – 12 noon

Several streets in Hollywood, including parts of Hollywood Blvd., Orange Dr., and Sunset Blvd., will be closed. Towing zones will be posted up to 72 hours in advance; please follow posted restrictions. Refer to [www.lamarathon.com](http://www.lamarathon.com) for more information.

### "The Muppets Most Wanted" Premiere

Tuesday, March 11, 2014 6:00 a.m. – 11:45 p.m.

All lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed. Additionally, the south sidewalk directly in front of El Capitan Theatre will be closed from 4:00 – 10:00 p.m., with pedestrians re-routed to the nearest crosswalks.

### "Captain America – The Winter Solstice" Premiere

Thursday, March 13, 2014 6:00 a.m. – 11:45 p.m.

All lanes of Hollywood Blvd., between Highland Ave. and Orange Dr., will be closed. Additionally, the south sidewalk directly in front of El Capitan Theatre will be

closed from 4:00 – 10:00 p.m. with pedestrians being re-routed to the nearest crosswalks.

#### Hollywood Half Marathon

Saturday, April 5, 2014 12:15 a.m. – 10:00 p.m.

All lanes of Hollywood Blvd., between Highland Ave. and LaBrea Ave., will be closed. Additionally, Vine Street from Hollywood Blvd. to Sunset Blvd. will be closed from 1:00 a.m. until 2:00 p.m.; Hollywood Blvd. between Highland Ave. and Vine St. will be closed from 4:00 – 8:00 a.m., Hollywood Blvd. between Vine St. to Hillhurst Ave. will be closed from 4:00 – 11:00 a.m., Orange Dr. between Hawthorne Ave. and Franklin Ave. will be closed from 4:00 – 11:00 a.m., and Sycamore Ave. between Hollywood Blvd. and Hawthorne Ave. will be closed from 4:00 – 10:00 a.m.

#### Los Angeles Culture Parade & Festival

Saturday, June 21, 2014 11:00 a.m. – 1:30 p.m.

All lanes of Hollywood Blvd., between Highland Ave. and Vermont Ave., will experience rolling closures for a parade moving west from Vermont Ave. Cross traffic will be allowed at intersections at certain times between parade entries.

## Laura Rodriguez

---

**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Thursday, March 06, 2014 2:42 PM  
**To:** Davis, Adam; Helen Parker (hparker@counsel.lacounty.gov); Jui Ing Chien; Kathline J. King; LaGuire, Lennie; Laura Rodriguez; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); Michelle A. Hazlett; Mohammad Saeid (Mohammad.Saeid@brjassociates.com); Richard Beltran; Stephanie Eyestone-Jones  
**Subject:** FW: Written Comment Scoping Meeting for EIR Ford Theatre Project

*Joan A. Rupert*, Section Head, Environmental and Regulatory Permitting | Los Angeles County | Department of Parks and Recreation | Planning Division | 510 South Vermont Ave. | Room 201 | Los Angeles, CA, 90020 | Desk 213-351-5126 | [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) | Fax 213-639-3959 | Parks Make Life Better

---

**From:** Joyce Dyrector [<mailto:jdyrector@aol.com>]  
**Sent:** Thursday, March 06, 2014 11:04 AM  
**To:** Joan Rupert  
**Subject:** Written Comment Scoping Meeting for EIR Ford Theatre Project

Joyce and Stanley Dyrector

6866 Iris Circle

Hollywood CA 90068-2716

323-464-3942

[jdyrector@aol.com](mailto:jdyrector@aol.com)

March 5, 2014

Joan Rupert

County of Los Angeles

Department of Parks and Recreation

510 South Vermont Avenue

Room 201

Los Angeles CA 90020

Re: Scoping Meeting for the EIR Regarding the Ford Theatres Project

Dear Ms. Rupert,

Having attended the February 18<sup>th</sup> 2014 meeting I wanted to put my concerns down in writing in addition to having voiced them at the meeting. The following are my concerns as well as those of my husband and another Hollywood Heights Board member Elliot Johnson who was also in attendance.

The Designs done by Brenda Levin were beautiful and we have no comments to make about that. Our main comments have to do with Traffic, although we have concerns over what will happen during construction to the wildlife in the area.

I was very happy that when speaking to Adam Davis, Managing Director, he assured me that the open air theatre at the Ford would not follow in the Bowl's footsteps by extending their season past the summer months. We would like that to be put in writing so that this will not change in the future.

Cahuenga east is a heavily trafficked road, which at times is a one or two lane road traveling north from Odin to Barham. There is only one lane of traffic going south from the Pilgrimage Bridge to Odin. The Bridge is the only east west access into the Ford Theatre area and it is very antiquated and frequently backed up with traffic transitioning from Cahuenga West to Cahuenga East.

During construction this intersection will become more of a nightmare than it is now. The designated times for rush hour(s) cannot be applied since traffic in our area is continuous throughout the day. The light at Cahuenga and Odin backs up traffic sometimes as far south as Santa Monica Blvd, but most often to Fountain. And this is when there is NO event at the Bowl.

I would suggest a very long and hard look at how you are planning to deal with this during the construction phase. Trucks going in and out of the property will most likely cause a problem, not just to the surrounding neighborhoods but also to the general public that uses Cahuenga as a pass thru to Burbank and the Valley. The word needs to get out before construction to inform people to avoid the area and take another route. The people who live here have no choice, but you need to give choices to others, much like what was done during the 405 construction. Lots of publicity. Signs placed far enough south and north telling people to avoid the area. And no construction during Bowl season and their pre or post Bowl events.

The surrounding neighborhoods are part of a Hollywood Bowl Advisory Committee of which I am a member. This was started many years ago by then Supervisor Edelman to deal with the effects of concerts on the neighborhood and to give residents a voice. It would be productive for the Ford to create a similar committee.

During Ford Concerts we are concerned about the use of Diesel Buses which cause pollution that finds its way into our homes as buses travel our streets and idle in the parking lots while they drop off concertgoers or wait to pick them up. We would appreciate looking into a quieter less polluting form of bus.

Sincerely,

Joyce and Stanley Dyrector

Elliot Johnson

SENT BY EMAIL TO: [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and also by snail mail to above address

# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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. 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.

Comments can be submitted at the scoping meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is close of business day on March 11, 2014. In the space below (and on additional pages, if necessary, or in a format of your choosing), please provide any written comments you may have concerning the scope of the Draft EIR for the Project. Your comments will then be considered during preparation of the Draft EIR.

Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Sandra Gitmed

Address:

3490 N Knoll Dr  
21A 90068

How long is the "New Trail" from Trailhead  
to Trailhead?





March 19, 2014

Joan Rupert  
County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont, Room 201  
Los Angeles, CA 90020

RE: The Ford Theaters Project EIR Scoping Comments

Dear Ms. Rupert:

The Hollywood Hills West Neighborhood Council represents stakeholders in the vicinity of the proposed Ford Theaters Project. These include approximately 45,000 residents, businesses and employees in the area, and visitors to Hollywood. We are therefore very concerned about any proposed development that would impact traffic conditions, noise and light/glare in the Cahuenga Pass.

We request that the following issues be studied in the Draft Environmental Impact Report (DEIR).

The intensification of uses at the theaters will significantly increase **traffic** to and from the site on a daily basis due to additional employees as well as on event days, the number of which will increase substantially. We request that you quantify the impacts of these increased vehicle trips on Cahuenga Boulevard East and West, Highland Avenue, Mulholland Drive, Barham Boulevard and Outpost Drive.

We are also concerned about the **cumulative effect** of all of the entertainment venues in Hollywood that result in street closures and gridlock in the Cahuenga Pass. These include all of the events at the Hollywood Bowl, premieres at the TCL Chinese Theater and the El Capitan and now additional events at the Ford Theaters. The EIR should quantify how the increase in events from 184 to 331 will contribute to the cumulative impact of street closures and traffic clogged streets, which cause motorists to seek alternate routes through our neighborhood streets. We feel that it will be a substantial contribution to this cumulative impact

We feel that the EIR should also address the following issues:

- Potential **fire danger** in the hills with so many more visitors to the site, many of whom will be first-time visitors to the area, unaware of the fire danger. The DEIR should disclose if fireworks are anticipated at the theater and if so propose mitigation to prevent them from starting brush fires
- Impacts on the physical **infrastructure** (sewer capacity, water supply, sanitary landfills, etc.) all of which will be further stretched thin by all of the additional visitors to this area which was built out in the early 1900s



- Impacts to **public safety**, including police and fire that will find it more difficult to respond to incidents in our area due to the additional traffic congestion and the need to attend to issues related to crowds at the Ford Theaters
- **Noise** impacts on nearby residences

The EIR should also address **viable alternatives**. An alternative that modernizes the facility and improves parking, but leaves it as is in terms of seating capacity and number of events, should be evaluated. It could be the environmentally superior alternative.

We look forward to receiving a copy of the Draft EIR and to the opportunity to submit comments on the Draft. This is a very important project to Los Angeles County and one that will have a lasting impact on our neighborhood. Thank you for your attention to these issues of importance to the Hollywood Hills West Neighborhood Council.

Sincerely,

A handwritten signature in black ink, which appears to read 'Anastasia Mann', is placed below the 'Sincerely,' text.

Anastasia Mann  
President

CC: Tom LaBonge  
Zev Yaroslavsky



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

March 3, 2013

Joan Rupert  
County of Los Angeles  
Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

**RE: Ford Theatres Project**

Dear Ms. Rupert:

Thank you for the opportunity to comment on the proposed Ford Theatres Project at 2580 Cahuenga Boulevard East. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues in relation to the proposed project that are germane to our agency's statutory responsibility and our facilities and services.

Metro bus lines operate on Cahuenga Boulevard, adjacent to the proposed project. One Metro bus stop on the corner of Cahuenga Boulevard and Pilgrimage Bridge is directly adjacent to the proposed project. The following comments relate to bus operations, the existing bus stop, and the proposed Transit Center:

1. Although the project is not expected to result in any long-term impacts on transit, the developer should be aware of the bus facilities and services that are present. The existing Metro bus stop must be maintained as part of the final project.
2. During construction, the stop must be maintained or relocated consistent with the needs of Metro Bus Operations. Metro Bus Operations Control Special Events Coordinator should be contacted at 213-922-4632 regarding construction activities that may impact Metro bus lines. (For closures that last more than six months, Metro's Stops and Zones Department will also need to be notified at 213-922-5190). Other municipal bus may also be impacted and should be included in construction outreach efforts.
3. It is also noted that the proposed project includes a new "Transit Center" for designated bus and valet drop-off and that the Theatres currently run a shuttle from the Redline Hollywood / Highland Station to the Theatre during summer months for shows. LACMTA is supportive of the thought given to transit integration and the transportation synergies that it creates. LACMTA encourages the Ford Theatres to continue to work with our agency to coordinate shuttle operations for the best service outcomes possible.
4. We encourage the design of the Transit Center to accommodate Metro 40-foot, 45-foot and 60-foot buses and include the installation of bus shelters, benches and other amenities that improve the transit rider experience. Final design of the Transit Center and surrounding sidewalk areas must be Americans with Disabilities Act (ADA) compliant and

allow passengers with disabilities a clear path of travel to the bus stop from the proposed development.

Beyond impacts to Metro facilities and operations, LACMTA must also notify the applicant of state requirements. A Transportation Impact Analysis (TIA), with roadway and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the “2010 Congestion Management Program for Los Angeles County”, Appendix D (attached). The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic).
2. If CMP arterial segments are being analyzed rather than intersections, the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
3. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.
4. Caltrans must also be consulted through the NOP process to identify other specific locations to be analyzed on the state highway system.

The CMP TIA requirement also contains two separate impact studies covering roadways and transit, as outlined in Sections D.8.1 – D.9.4. If the TIA identifies no facilities for study based on the criteria above, no further traffic analysis is required. However, projects must still consider transit impacts. For all CMP TIA requirements please see the attached guidelines.

LACMTA looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please contact Marie Sullivan at 213-922-5667 or by email at [SullivanMa@metro.net](mailto:SullivanMa@metro.net). Please send the Draft EIR to the following address:

LACMTA Development Review  
One Gateway Plaza MS 99-23-4  
Los Angeles, CA 90012-2952

Sincerely,



Nick Saponara  
Development Review Manager, Countywide Planning

Attachment: CMP Appendix D: Guidelines for CMP Transportation Impact Analysis

# GUIDELINES FOR CMP TRANSPORTATION IMPACT ANALYSIS

*Important Notice to User: This section provides detailed travel statistics for the Los Angeles area which will be updated on an ongoing basis. Updates will be distributed to all local jurisdictions when available. In order to ensure that impact analyses reflect the best available information, lead agencies may also contact MTA at the time of study initiation. Please contact MTA staff to request the most recent release of "Baseline Travel Data for CMP TIAs."*

## D.1 OBJECTIVE OF GUIDELINES

The following guidelines are intended to assist local agencies in evaluating impacts of land use decisions on the Congestion Management Program (CMP) system, through preparation of a regional transportation impact analysis (TIA). The following are the basic objectives of these guidelines:

- ☐ Promote consistency in the studies conducted by different jurisdictions, while maintaining flexibility for the variety of project types which could be affected by these guidelines.
- ☐ Establish procedures which can be implemented within existing project review processes and without ongoing review by MTA.
- ☐ Provide guidelines which can be implemented immediately, with the full intention of subsequent review and possible revision.

These guidelines are based on specific requirements of the Congestion Management Program, and travel data sources available specifically for Los Angeles County. References are listed in Section D.10 which provide additional information on possible methodologies and available resources for conducting TIAs.

## D.2 GENERAL PROVISIONS

Exhibit D-7 provides the model resolution that local jurisdictions adopted containing CMP TIA procedures in 1993. TIA requirements should be fulfilled within the existing environmental review process, extending local traffic impact studies to include impacts to the regional system. In order to monitor activities affected by these requirements, Notices of Preparation (NOPs) must be submitted to MTA as a responsible agency. Formal MTA approval of individual TIAs is not required.

The following sections describe CMP TIA requirements in detail. In general, the competing objectives of consistency & flexibility have been addressed by specifying standard, or minimum, requirements and requiring documentation when a TIA varies from these standards.

### D.3 PROJECTS SUBJECT TO ANALYSIS

In general a CMP TIA is required for all projects required to prepare an Environmental Impact Report (EIR) based on local determination. A TIA is not required if the lead agency for the EIR finds that traffic is not a significant issue, and does not require local or regional traffic impact analysis in the EIR. Please refer to Chapter 5 for more detailed information.

CMP TIA guidelines, particularly intersection analyses, are largely geared toward analysis of projects where land use types and design details are known. Where likely land uses are not defined (such as where project descriptions are limited to zoning designation and parcel size with no information on access location), the level of detail in the TIA may be adjusted accordingly. This may apply, for example, to some redevelopment areas and citywide general plans, or community level specific plans. In such cases, where project definition is insufficient for meaningful intersection level of service analysis, CMP arterial segment analysis may substitute for intersection analysis.

### D.4 STUDY AREA

The geographic area examined in the TIA must include the following, at a minimum:

- ☐ All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- ☐ If CMP arterial segments are being analyzed rather than intersections (see Section D.3), the study area must include all segments where the proposed project will add 50 or more peak hour trips (total of both directions). Within the study area, the TIA must analyze at least one segment between monitored CMP intersections.
- ☐ Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.
- ☐ Caltrans must also be consulted through the Notice of Preparation (NOP) process to identify other specific locations to be analyzed on the state highway system.

**If the TIA identifies no facilities for study based on these criteria, no further traffic analysis is required. However, projects must still consider transit impacts (Section D.8.4).**

### D.5 BACKGROUND TRAFFIC CONDITIONS

The following sections describe the procedures for documenting and estimating background, or non-project related traffic conditions. Note that for the purpose of a TIA, these background estimates must include traffic from all sources without regard to the exemptions specified in CMP statute (e.g., traffic generated by the provision of low and very low income housing, or trips originating outside Los Angeles County. Refer to Chapter 5, Section 5.2.3 for a complete list of exempted projects).

**D.5.1 Existing Traffic Conditions.** Existing traffic volumes and levels of service (LOS) on the CMP highway system within the study area must be documented. Traffic counts must



be less than one year old at the time the study is initiated, and collected in accordance with CMP highway monitoring requirements (see Appendix A). Section D.8.1 describes TIA LOS calculation requirements in greater detail. Freeway traffic volume and LOS data provided by Caltrans is also provided in Appendix A.

**D.5.2 Selection of Horizon Year and Background Traffic Growth.** Horizon year(s) selection is left to the lead agency, based on individual characteristics of the project being analyzed. In general, the horizon year should reflect a realistic estimate of the project completion date. For large developments phased over several years, review of intermediate milestones prior to buildout should also be considered.

At a minimum, horizon year background traffic growth estimates must use the generalized growth factors shown in Exhibit D-1. These growth factors are based on regional modeling efforts, and estimate the general effect of cumulative development and other socioeconomic changes on traffic throughout the region. Beyond this minimum, selection among the various methodologies available to estimate horizon year background traffic in greater detail is left to the lead agency. Suggested approaches include consultation with the jurisdiction in which the intersection under study is located, in order to obtain more detailed traffic estimates based on ongoing development in the vicinity.

## **D.6 PROPOSED PROJECT TRAFFIC GENERATION**

Traffic generation estimates must conform to the procedures of the current edition of Trip Generation, by the Institute of Transportation Engineers (ITE). If an alternative methodology is used, the basis for this methodology must be fully documented.

Increases in site traffic generation may be reduced for existing land uses to be removed, if the existing use was operating during the year the traffic counts were collected. Current traffic generation should be substantiated by actual driveway counts; however, if infeasible, traffic may be estimated based on a methodology consistent with that used for the proposed use.

Regional transportation impact analysis also requires consideration of trip lengths. Total site traffic generation must therefore be divided into work and non-work-related trip purposes in order to reflect observed trip length differences. Exhibit D-2 provides factors which indicate trip purpose breakdowns for various land use types.

For lead agencies who also participate in CMP highway monitoring, it is recommended that any traffic counts on CMP facilities needed to prepare the TIA should be done in the manner outlined in Chapter 2 and Appendix A. If the TIA traffic counts are taken within one year of the deadline for submittal of CMP highway monitoring data, the local jurisdiction would save the cost of having to conduct the traffic counts twice.

## **D.7 TRIP DISTRIBUTION**

For trip distribution by direct/manual assignment, generalized trip distribution factors are provided in Exhibit D-3, based on regional modeling efforts. These factors indicate Regional Statistical Area (RSA)-level tripmaking for work and non-work trip purposes.

(These RSAs are illustrated in Exhibit D-4.) For locations where it is difficult to determine the project site RSA, census tract/RSA correspondence tables are available from MTA.

Exhibit D-5 describes a general approach to applying the preceding factors. Project trip distribution must be consistent with these trip distribution and purpose factors; the basis for variation must be documented.

Local agency travel demand models disaggregated from the SCAG regional model are presumed to conform to this requirement, as long as the trip distribution functions are consistent with the regional distribution patterns. For retail commercial developments, alternative trip distribution factors may be appropriate based on the market area for the specific planned use. Such market area analysis must clearly identify the basis for the trip distribution pattern expected.

## **D.8 IMPACT ANALYSIS**

CMP Transportation Impact Analyses contain two separate impact studies covering roadways and transit. Section Nos. D.8.1-D.8.3 cover required roadway analysis while Section No. D.8.4 covers the required transit impact analysis. Section Nos. D.9.1-D.9.4 define the requirement for discussion and evaluation of alternative mitigation measures.

**D.8.1 Intersection Level of Service Analysis.** The LA County CMP recognizes that individual jurisdictions have wide ranging experience with LOS analysis, reflecting the variety of community characteristics, traffic controls and street standards throughout the county. As a result, the CMP acknowledges the possibility that no single set of assumptions should be mandated for all TIAs within the county.

However, in order to promote consistency in the TIAs prepared by different jurisdictions, CMP TIAs must conduct intersection LOS calculations using either of the following methods:

- ☐ The Intersection Capacity Utilization (ICU) method as specified for CMP highway monitoring (see Appendix A); or
- ☐ The Critical Movement Analysis (CMA) / Circular 212 method.

Variation from the standard assumptions under either of these methods for circumstances at particular intersections must be fully documented.

TIAs using the 1985 or 1994 Highway Capacity Manual (HCM) operational analysis must provide converted volume-to-capacity based LOS values, as specified for CMP highway monitoring in Appendix A.

**D.8.2 Arterial Segment Analysis.** For TIAs involving arterial segment analysis, volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency specified for arterial intersections. A capacity of 800 vehicles per hour per through traffic lane must be used, unless localized conditions necessitate alternative values to approximate current intersection congestion levels.

**D.8.3 Freeway Segment (Mainline) Analysis.** For the purpose of CMP TIAs, a simplified analysis of freeway impacts is required. This analysis consists of a demand-to-capacity calculation for the affected segments, and is indicated in Exhibit D-6.

**D.8.4 Transit Impact Review.** CMP transit analysis requirements are met by completing and incorporating into an EIR the following transit impact analysis:

- ☐ Evidence that affected transit operators received the Notice of Preparation.
- ☐ A summary of existing transit services in the project area. Include local fixed-route services within a ¼ mile radius of the project; express bus routes within a 2 mile radius of the project, and; rail service within a 2 mile radius of the project.
- ☐ Information on trip generation and mode assignment for both AM and PM peak hour periods as well as for daily periods. Trips assigned to transit will also need to be calculated for the same peak hour and daily periods. Peak hours are defined as 7:30-8:30 AM and 4:30-5:30 PM. Both “peak hour” and “daily” refer to average weekdays, unless special seasonal variations are expected. If expected, seasonal variations should be described.
- ☐ Documentation of the assumption and analyses that were used to determine the number and percent of trips assigned to transit. Trips assigned to transit may be calculated along the following guidelines:
  - Multiply the total trips generated by 1.4 to convert vehicle trips to person trips;
  - For each time period, multiply the result by one of the following factors:
    - 3.5% of Total Person Trips Generated for most cases, except:
      - 10% primarily Residential within 1/4 mile of a CMP transit center
      - 15% primarily Commercial within 1/4 mile of a CMP transit center
      - 7% primarily Residential within 1/4 mile of a CMP multi-modal transportation center
      - 9% primarily Commercial within 1/4 mile of a CMP multi-modal transportation center
      - 5% primarily Residential within 1/4 mile of a CMP transit corridor
      - 7% primarily Commercial within 1/4 mile of a CMP transit corridor
      - 0% if no fixed route transit services operate within one mile of the project

To determine whether a project is primarily residential or commercial in nature, please refer to the CMP land use categories listed and defined in Appendix E, *Guidelines for New Development Activity Tracking and Self Certification*. For projects that are only partially within the above one-quarter mile radius, the base rate (3.5% of total trips generated) should be applied to all of the project buildings that touch the radius perimeter.

- ☐ Information on facilities and/or programs that will be incorporated in the development plan that will encourage public transit use. Include not only the jurisdiction’s TDM Ordinance measures, but other project specific measures.

- ☐ Analysis of expected project impacts on current and future transit services and proposed project mitigation measures, and;
- ☐ Selection of final mitigation measures remains at the discretion of the local jurisdiction/lead agency. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the existing mitigation monitoring requirements of CEQA.

## D.9 IDENTIFICATION AND EVALUATION OF MITIGATION

**D.9.1 Criteria for Determining a Significant Impact.** For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ), causing LOS F ( $V/C > 1.00$ ); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C \geq 0.02$ ). The lead agency may apply a more stringent criteria if desired.

**D.9.2 Identification of Mitigation.** Once the project has been determined to cause a significant impact, the lead agency must investigate measures which will mitigate the impact of the project. Mitigation measures proposed must clearly indicate the following:

- ☐ Cost estimates, indicating the fair share costs to mitigate the impact of the proposed project. If the improvement from a proposed mitigation measure will exceed the impact of the project, the TIA must indicate the proportion of total mitigation costs which is attributable to the project. This fulfills the statutory requirement to exclude the costs of mitigating inter-regional trips.
- ☐ Implementation responsibilities. Where the agency responsible for implementing mitigation is not the lead agency, the TIA must document consultation with the implementing agency regarding project impacts, mitigation feasibility and responsibility.

Final selection of mitigation measures remains at the discretion of the lead agency. The TIA must, however, provide a summary of impacts and mitigation measures. Once a mitigation program is selected, the jurisdiction self-monitors implementation through the mitigation monitoring requirements contained in CEQA.

**D.9.3 Project Contribution to Planned Regional Improvements.** If the TIA concludes that project impacts will be mitigated by anticipated regional transportation improvements, such as rail transit or high occupancy vehicle facilities, the TIA must document:

- ☐ Any project contribution to the improvement, and
- ☐ The means by which trips generated at the site will access the regional facility.

**D.9.4 Transportation Demand Management (TDM).** If the TIA concludes or assumes that project impacts will be reduced through the implementation of TDM measures, the TIA must document specific actions to be implemented by the project which substantiate these conclusions.

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**D.10 REFERENCES**

1. *Traffic Access and Impact Studies for Site Development: A Recommended Practice*, Institute of Transportation Engineers, 1991.
2. *Trip Generation*, 5th Edition, Institute of Transportation Engineers, 1991.
3. *Travel Forecast Summary: 1987 Base Model - Los Angeles Regional Transportation Study (LARTS)*, California State Department of Transportation (Caltrans), February 1990.
4. *Traffic Study Guidelines*, City of Los Angeles Department of Transportation (LADOT), July 1991.
5. *Traffic/Access Guidelines*, County of Los Angeles Department of Public Works.
6. *Building Better Communities*, Sourcebook, Coordinating Land Use and Transit Planning, American Public Transit Association.
7. *Design Guidelines for Bus Facilities*, Orange County Transit District, 2nd Edition, November 1987.
8. *Coordination of Transit and Project Development*, Orange County Transit District, 1988.
9. *Encouraging Public Transportation Through Effective Land Use Actions*, Municipality of Metropolitan Seattle, May 1987.



March 10, 2014

**Submitted by email**

Ms. Joan Rupert  
County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Planning  
510 S. Vermont Avenue, Room 201  
Los Angeles, CA 90020  
Email: [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov)

523 West Sixth Street, Suite 826  
Los Angeles, CA 90014

213 623 2489 OFFICE  
213 623 3909 FAX  
[laconservancy.org](http://laconservancy.org)

**RE: The Ford Theatres Project, 2580 Cahuenga Boulevard East**

Dear Ms. Rupert:

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Notice of Preparation (NOP) of an environmental impact report for the Ford Theatres Project.

We submit the following comments to ensure that the proposed project, and particularly the Amphitheatre Rehabilitation and Improvements component, will not adversely impact the John Anson Ford Theatre's continued eligibility for listing in the National Register of Historic Places. We also want to ensure the project meets the Secretary of the Interior's Standards and will be compatible with the historic structure. If significant impacts are anticipated, preservation alternatives must be evaluated and adequate mitigation measures proposed as part of the ongoing environmental review process.

The existing amphitheatre opened in 1931, replacing a wooden structure from 1920, as a venue to host Christine Wetherhill Stevenson's *The Pilgrimage Play* which was produced on the site from 1920 through 1964. The amphitheatre structure, which features crenelated parapets, was constructed of board-formed concrete and designed in a style evoking ancient Judaic architecture. In 1994 the Ford Theatres property was evaluated as a potential historic resource and determined eligible for listing in the National Register of Historic Places.

The Draft EIR should evaluate the architectural and historical significance of the historic amphitheatre structure, including the identification of character-defining features of both the structure and elements associated with it. It should assess





whether proposed modifications, including stage reconstruction and the addition of a retractable shade structure, might impact the venue's continued eligibility for listing in the National Register. As currently proposed in the NOP, the project calls for the "installation of compatible stone-clad retaining walls and drainage improvements along the rear of the stage." This description leaves uncertainty as to whether the existing stone retaining walls will be retained or replaced, or be rebuilt in a manner that meets the Secretary of the Interior's Standards for the Treatment of Historic Properties.

The Draft EIR should also evaluate the aesthetic impact of proposed new construction at the Ford Theatres property to ensure that new structures are designed in a manner that is both compatible and appropriate in scale and massing to protect the integrity of the historic amphitheatre structure.

**About the Los Angeles Conservancy:**

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 6,500 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please feel free to contact me at (213) 430-4203 or [afine@laconservancy.org](mailto:afine@laconservancy.org) should you have any questions.

Sincerely,



Adrian Scott Fine  
Director of Advocacy



## Laura Rodriguez

---

**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Tuesday, March 11, 2014 3:21 PM  
**To:** Brenda A. Levin FAIA; Davis, Adam; Helen Parker (hparker@counsel.lacounty.gov); Jui Ing Chien; Kathline J. King; LaGuire, Lennie; Laura Rodriguez; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); Michelle A. Hazlett; Mohammad Saeid (Mohammad.Saeid@brjassociates.com); Richard Beltran; Stephanie Eyestone-Jones  
**Subject:** FW: The Ford Theatres Project

*Joan A. Rupert*, Section Head, Environmental and Regulatory Permitting | Los Angeles County | Department of Parks and Recreation | Planning Division | 510 South Vermont Ave. | Room 201 | Los Angeles, CA, 90020 | Desk 213-351-5126  
| [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) | Fax 213-639-3959 | Parks Make Life Better

**From:** Tomas Carranza [<mailto:tomas.carranza@lacity.org>]  
**Sent:** Tuesday, March 11, 2014 3:15 PM  
**To:** Joan Rupert  
**Subject:** The Ford Theatres Project

Thank you for the opportunity to review the Notice of Preparation of a Draft EIR for the Ford Theatres Project. Please work with the City of Los Angeles Department of Transportation (LADOT) to coordinate the preparation of the transportation section of the Draft EIR. Since the city of Los Angeles' transportation system encompasses the project, it is important that this coordination take place to ensure that appropriate analyses are prepared and corresponding transportation mitigations (if needed) are evaluated.

Looking forward to working with you on this project!

Sincerely,

Tomas Carranza, PE  
Senior Transportation Engineer  
LADOT Development Services Division  
213-972-8476



# COUNTY OF LOS ANGELES

## FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE  
LOS ANGELES, CALIFORNIA 90063-3294

# 219  
Mailed on 03-06-2014

DARYL L. OSBY  
FIRE CHIEF  
FORESTER & FIRE WARDEN

March 3, 2014

Joan Rupert, Planner  
Department of Parks and Recreation  
Planning Division  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

Dear Ms. Rupert:

**PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT, "THE FORD THEATRES PROJECT," IT INCLUDES REHABILITATION AND IMPROVEMENTS OF THE EXISTING AMPHITHEATRE AND DEVELOPEMNT OF THE FORD TERRACE, PLAZA, TRANSIT CENTER AND HIKING TRAIL, 2580 CAHUENGA BOULEVARD EAST, LOS ANGELES (FFER #201400030)**

The Preparation of a Draft Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

### PLANNING DIVISION:

1. The project site is located within the City of Los Angeles, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

### LAND DEVELOPMENT UNIT:

1. The development of this project must comply with all applicable Fire Department code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS  
ARTESIA  
AZUSA  
BALDWIN PARK  
BELL  
BELL GARDENS  
BELLFLOWER  
BRADBURY

CALABASAS  
CARSON  
CERRITOS  
CLAREMONT  
COMMERCE  
COVINA  
CUDAHY

DIAMOND BAR  
DUARTE  
EL MONTE  
GARDENA  
GLENDALE  
HAWAIIAN GARDENS  
HAWTHORNE

HIDDEN HILLS  
HUNTINGTON PARK  
INDUSTRY  
INGLEWOOD  
IRWINDALE  
LA CANADA FLINTRIDGE  
LA HABRA

LA MIRADA  
LA PUENTE  
LAKEWOOD  
LANCASTER  
LAWNDALE  
LOMITA  
LYNWOOD

MALIBU  
MAYWOOD  
NORWALK  
PALMDALE  
PALOS VERDES ESTATES  
PARAMOUNT  
PICO RIVERA

POMONA  
RANCHO PALOS VERDES  
ROLLING HILLS  
ROLLING HILLS ESTATES  
ROSEMEAD  
SAN DIMAS  
SANTA CLARITA

SIGNAL HILL  
SOUTH EL MONTE  
SOUTH GATE  
TEMPLE CITY  
WALNUT  
WEST HOLLYWOOD  
WESTLAKE VILLAGE  
WHITTIER



Joan Rupert, Planner  
March 3, 2014  
Page 2

2. The Fire Prevention Division, Land Development Unit, has no comments regarding this project at this time. Additional comments and requirements will be addressed when the Draft EIR is prepared and circulated.
3. Should any questions arise, please contact Juan Padilla of the County of Los Angeles Fire Department, Land Development Unit, at (323) 890-4243 or at [Juan.Padilla@fire.lacounty.gov](mailto:Juan.Padilla@fire.lacounty.gov).

**FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:**

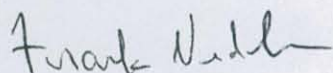
1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

**HEALTH HAZARDOUS MATERIALS DIVISION:**

1. The Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



FRANK VIDALES, CHIEF, FORESTRY DIVISION  
PREVENTION SERVICES BUREAU

FV:jl

Joan Rupert, Planner  
March 3, 2014  
Page 3

bc: ERU  
FFER #201400030/Pac  
Land Development  
Planning  
HHMD  
#219  
Edapts Upload  
(FFER #201400030/Shared)



**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



February 24, 2014

Ms. Joan A. Rupert, Section Head

**County of Los Angeles****Department of Parks & Recreation**

510 South Vermont Avenue, Room 201  
Los Angeles, CA 90068

RECEIVED

FEB272014PM2:44

PLANNING DIVISION

RE: SCH#2014021013 CEQA Notice of Notice of Preparation (NOP); draft  
Environmental Impact Report (DEIR) for **The Ford Theatres Project;**  
located in the City of Los Angeles; Los Angeles County, California

Dear Ms. Rupert

The Native American Heritage Commission (NAHC) has reviewed the  
above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project  
which includes archeological resources, is a significant effect requiring the  
preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with  
this provision and mitigate project-related impacts on archaeological resources,  
the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the  
identification and evaluation of accidentally discovered archeological resources,  
pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas  
of identified archaeological sensitivity, a certified archaeologist and a culturally  
affiliated Native American, with knowledge in cultural resources, should monitor  
all ground-disturbing activities. Also, California Public Resources Code Section  
21083.2 require documentation and analysis of archaeological items that meet  
the standard in Section 15064.5 (a)(b)(f).

If there is federal jurisdiction of this project due to funding or regulatory  
provisions; then the following may apply: the National Environmental Policy Act (NEPA  
42 U.S.C 4321-43351) and Section 106 of the National Historic Preservation Act (16  
U.S.C 470 *et seq.*) and 36 CFR Part 800.14(b) require consultation with culturally  
affiliated Native American tribes to determine if the proposed project may have an  
adverse impact on cultural resources

We suggest that this (additional archaeological activity) be coordinated  
with the NAHC, if possible. The final report containing site forms, site



significance, and mitigation measures should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts  
Los Angeles County California  
February 24, 2014**

**Beverly Salazar Folkes**  
1931 Shadybrook Drive  
Thousand Oaks, CA 91362  
folkes9@msn.com  
805 492-7255  
(805) 558-1154 - cell  
folkes9@msn.com

Chumash  
Tataviam  
Ferrnandeño

Tongva Ancestral Territorial Tribal Nation  
John Tommy Rosas, Tribal Admin.  
Private Address                      Gabrielino Tongva  
  
tattnlaw@gmail.com  
310-570-6567

**Fernandeno Tataviam Band of Mission Indians**  
**Larry Ortega, Chairperson**  
**1019 - 2nd Street, Suite #1**  
**San Fernando CA 91340**  
**(818) 837-0794 Office**  
**(818) 837-0796 Fax**

Fernandeno  
Tataviam

Gabrieleno/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1232 - FAX  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

LA City/County Native American Indian Comm  
Ron Andrade, Director  
3175 West 6th St, Rm. 403  
Los Angeles , CA 90020  
randrade@css.lacounty.gov  
(213) 351-5324  
(213) 386-3995 FAX

Randy Guzman - Folkes  
4676 Walnut Avenue  
Simi Valley , CA 93063  
**ndnRandy@yahoo.com**  
(805) 905-1675 - cell  
(805) 520-5915-FAX

Chumash  
Fernandeño  
Tataviam  
Shoshone Paiute  
Yaqui

Ti'At Society/Inter-Tribal Council of Pimu  
Cindi M. Alvitre, Chairwoman-Manisar  
3094 Mace Avenue, Apt. B Gabrielino  
Costa Mesa, , CA 92626  
calvitre@yahoo.com  
(714) 504-2468 Cell

## Gabrielino

Gabrielino Tongva Indians of California Tribal Council  
Robert F. Dorame, Tribal Chair/Cultural Resources  
P.O. Box 490  
Bellflower, CA 90707  
Gabrielino Tongva  
**gtongva@verizon.net**  
562-761-6417 - voice  
562-761-6417- fax

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014021013; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for The Ford Theatres Project; located on Cahuenga Boulevard East and U.S. 101 in the City of Los Angeles; Los Angeles County, California.**

**Native American Contacts  
Los Angeles County California  
February 24, 2014**

Gabrielino-Tongva Tribe  
Bernie Acuna, Co-Chairperson  
P.O. Box 180                      Gabrielino  
Bonsall                      , CA 92003  
(619) 294-6660-work  
(310) 428-5690 - cell  
(760) 636-0854- FAX  
bacuna1@gabrielinotribe.org

Gabrielino /Tongva Nation  
Sam Dunlap, Cultural Resources Director  
P.O. Box 86908                      Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
909-262-9351

Gabrielino-Tongva Tribe  
Linda Candelaria, Co-Chairperson  
P.O. Box 180                      Gabrielino  
Bonsall                      , CA 92003  
palmsprings9@yahoo.com  
626-676-1184- cell  
(760) 636-0854 - FAX

Gabrieleno Band of Mission Indians  
Andrew Salas, Chairperson  
P.O. Box 393                      Gabrielino  
Covina                      , CA 91723  
gabrielenoindians@yahoo.  
(626) 926-4131

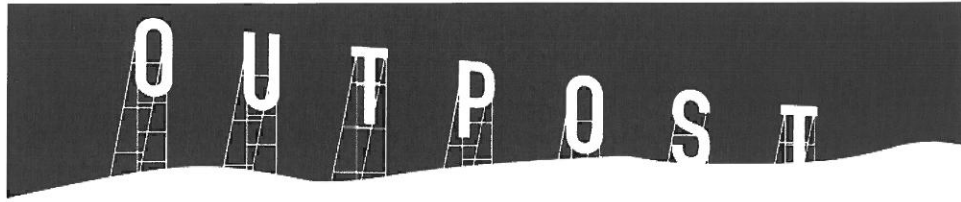
Gabrielino-Tongva Tribe  
Conrad Acuna,  
P.O. Box 180                      Gabrielino  
Bonsall                      , CA 92003

760-636-0854 - FAX

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2014021013; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for The Ford Theatres Project; located on Cahuenga Boulevard East and U.S. 101 in the City of Los Angeles; Los Angeles County, California.**



March 7, 2014

Joan Rupert  
County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont, Room 201  
Los Angeles, CA 90020

RE: The Ford Theaters Project EIR Scoping Comments

Dear Ms. Rupert:

The Outpost Homeowners Association represents the 475 homes in Outpost Canyon in the area between the Hollywood Bowl and Runyon Canyon Park. Our neighborhood streets are frequently utilized by drivers connecting between the Hollywood area and San Fernando Valley as they seek to avoid congestion in the Cahuenga Pass. We are therefore very concerned about any proposed development that would impact traffic conditions in the Cahuenga Pass.

The proposed Ford Theaters Project represents an important cultural enhancement for Los Angeles County. The wide range of events that the project will facilitate will enrich the community.

Our concerns relate to the magnitude of change that will result from the County's proposed redevelopment of the John Anson Ford Theater. According to the Initial Study/Environmental Assessment, the number of events at the theaters will increase from an average of 184 today, to 331 in the future, an 80% increase. The annual attendance at the theaters will increase from 54,640 to 93,725, a 72% increase. Parking capacity will increase from 350 parking spaces to 500, and the number of employees on site will increase from 20 to 105.

The intensification of uses at the theaters will significantly increase traffic to and from the site on a daily basis due to additional employees as well as on event days, the number of which will increase substantially. We request that you quantify the impacts of these increased vehicle trips on Cahuenga Boulevard East and West, Highland Avenue, Mulholland Drive and Outpost Drive. Outpost Drive was recently reclassified by the City of Los Angeles as a Local Street, downgraded from a Collector, reflecting the City's policy directive to maintain Outpost as a low-volume, neighborhood street. If traffic is added to Outpost Drive by the proposed project, a contribution of funds toward the Outpost Neighborhood Traffic Management Plan would be an appropriate mitigation measure.

We are also concerned about the cumulative effect of all of the entertainment venues in Hollywood that result in street closures and gridlock in the Cahuenga Pass. These include all of the events at the Hollywood Bowl (In addition to the Philharmonic season, the Bowl season has been expanded to include many rental events as early as April and as late as October), the TCL Chinese Theater, the El Capitan and now the Ford Theaters. The EIR should quantify how the increase in events from 184 to 331 will contribute to the cumulative impact of street closures and traffic clogged streets, which cause motorists to seek alternate routes through our

7007 Macapa Drive Los Angeles, CA 90068



neighborhood streets. We feel that it will be a substantial contribution to this cumulative impact. When is enough, enough!?

We feel that the EIR should also address the following issues:

- Potential fire danger in the hills with so many more visitors to the site, many of whom will be first-time visitors to the area, unaware of the fire danger
- Impacts on the physical infrastructure (sewer capacity, water supply, sanitary landfills, etc.) all of which will be further stretched thin by all of the additional visitors to this area which was built out in the early 1900s
- Impacts to public safety, including police and fire that will find it more difficult to respond to incidents in our area due to the additional traffic congestion and the need to attend to issues related to crowds at the Ford Theaters

The EIR should also address viable alternatives. The John Anson Ford Theater has survived for many years with the single, outdoor theater. An alternative that modernizes the facility and improves parking, but leaves it as is in terms of seating capacity and number of events, should be evaluated. It would likely be the environmentally superior alternative.

We look forward to receiving a copy of the Draft EIR and to the opportunity to submit comments on the Draft. This is a very important project to Los Angeles County and one that will have a lasting impact on our neighborhood. Thank you for your attention to these issues of importance to the Outpost Homeowners Association.

Sincerely,

A handwritten signature in blue ink, which appears to read "Michael P. Meyer".

Outpost HOA  
Michael P. Meyer, President

CC: Tom LaBonge  
Zev Yaroslavsky



---

**From:** Joan Rupert [jrupert@parks.lacounty.gov]  
**Sent:** Wednesday, February 12, 2014 7:33 AM  
**To:** Stephanie Eyestone-Jones; Laura Rodriguez  
**Cc:** Helen Parker (hparker@counsel.lacounty.gov); Richard Beltran; Davis, Adam; Laura Zucker; Maria Chong-Castillo (mccastillo@bos.lacounty.gov); 'llaguire@bos.lacounty.gov'  
**Subject:** FW: CRD3 -- Notice of -- Feb 18, 2014 --Public Scoping Meeting for Ford Theatres Project -- + Exciting, quasi-accurate coverage by LA.Curbed.com!!!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Fyi- this is the first comment on the NOP that I have received.

*Joan A. Rupert*, Section Head, Environmental and Regulatory Permitting | Los Angeles County | Department of Parks and Recreation | Planning Division | 510 South Vermont Ave. | Room 201 | Los Angeles, CA, 90020 | Desk 213-351-5126 | [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) | Fax 213-639-3959 | Parks Make Life Better

**From:** esp3800@aol.com [mailto:esp3800@aol.com]  
**Sent:** Tuesday, February 11, 2014 10:15 PM  
**To:** lzucker@lacountyarts.org; adavis@arts.lacounty.gov  
**Cc:** Joan Rupert; newstips@latimes.com; markridley-thomas@bos.lacounty.gov; fifthdistrict@lacbos.org; molina@bos.lacounty.gov; dknabe@bos.lacounty.gov; zev@bos.lacounty.gov  
**Subject:** CRD3 -- Notice of -- Feb 18, 2014 --Public Scoping Meeting for Ford Theatres Project -- + Exciting, quasi-accurate coverage by LA.Curbed.com!!!

Thanks for sharing.

*The Public Scoping meeting will take place from 7:00 p.m. to 9:00 p.m. on Tuesday, February 18, 2014 at the address below:*

*Ford Theatres  
[Inside] the Ford  
2580 Cahuenga Blvd. East  
Hollywood, CA 90068*

*Parking to be provided near the Box Office. [CRD3: Compelling!]*

Written comments must be submitted to the County of Los Angeles by March 11, 2014 to be timely scoping comments for consideration in the preparation of the Draft EIR.

To: Eric Preven <[esp3800@aol.com](mailto:esp3800@aol.com)>  
Sent: Tue, Feb 11, 2014 6:54 pm  
Subject: Looks like the Ford Folded...

Nice work drawing attention to all this...

[http://la.curbed.com/archives/2014/02/sprawling\\_entertainment\\_complex\\_proposed\\_around\\_ford\\_amphitheatre\\_in\\_the\\_cahuenga\\_pass.php#more](http://la.curbed.com/archives/2014/02/sprawling_entertainment_complex_proposed_around_ford_amphitheatre_in_the_cahuenga_pass.php#more)

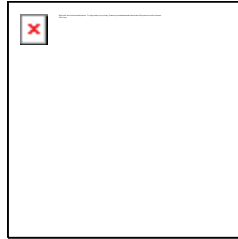
-----Original Message-----

From: Rosalyn Escobar <[fordtheatres@arts.lacounty.gov](mailto:fordtheatres@arts.lacounty.gov)>  
To: esp3800 <[esp3800@aol.com](mailto:esp3800@aol.com)>  
Sent: Tue, Feb 11, 2014 5:09 pm  
Subject: Notice of Public Scoping Meeting for Ford Theatres Project

If you're having trouble viewing this email, you may [see it online](#).



Share this:



---

Dear Ford Theatres Stakeholders,

In preparation for drafting the Environmental Impact Report (EIR) for the [Ford Theatres Project](#), you are invited to a Public Scoping Meeting. The purpose of the meeting is to solicit input regarding the content of the Draft EIR.

Please read the [Notice of Preparation](#), in which the Ford Theatres Project Initial Study is summarized. The Ford Theatres Project Initial Study sets forth the Project description, the potential environmental effects anticipated to be studied in the EIR and the environmental factors not potentially affected that would not be addressed in the EIR. Links to the study and its appendices may be found on this [web page](#).

The Public Scoping meeting will take place from 7:00 p.m. to 9:00 p.m. on Tuesday, February 18, 2014 at the address below:

Ford Theatres  
[Inside] the Ford  
2580 Cahuenga Blvd. East  
Hollywood, CA 90068

Please read the [Notice of Preparation](#) for full details.

Should you have any questions or concerns, please feel free to contact us at 323-856-5793.

Thank you,  
Ford Theatres  
L.A. County Arts Commission

---

---

1055 Wilshire Blvd., Suite 800 | Los Angeles, CA 90017 US

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This email was sent to [esp3800@aol.com](mailto:esp3800@aol.com). To ensure that you continue receiving our emails, please add us to your address book or safe list.

[manage](#) your preferences | [opt out](#) using TrueRemove®.

Got this as a forward? [Sign up](#) to receive our future emails.



---

Eric Preven  
The County Resident from District 3  
818-762-7719  
818-645-2616 mobile

# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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. 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.

Comments can be submitted at the scoping meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is close of business day on March 11, 2014. In the space below (and on additional pages, if necessary, or in a format of your choosing), please provide any written comments you may have concerning the scope of the Draft EIR for the Project. Your comments will then be considered during preparation of the Draft EIR.

Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Address:

Vivian Romero — Cahuenga Hills 500+ residents  
2700 Cahuenga BL — Tennis  
LA CA 90068 Homeowner-Board  
Member

CAN you PLEASE INCLUDE A  
BIKE PATH COMPONENT TO  
YOUR PROPOSED PLAN. HERE  
ARE COUNTLESS BICYCLISTS  
THAT RIDE ON CAHUENGA PASS  
AND DO NOT HAVE A LANE.



# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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).

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Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Vivian Romer Board Member Calhenga Hills

Address:

2700 E. Calhenga BL 500+ residents Tennis Condos  
LA CA 90068

Will the sidewalks go all the way up  
past the maintenance area  
giving the neighborhood residents  
the option to walk down with out  
the danger of being struck by  
vehicles? We need sidewalks  
up until Lakeside Drive.





# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

RECEIVED  
APR 21 2014 PM 2:40  
PLANNING DIVISION

April 15, 2014

Joan Rupert

County of Los Angeles, Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

## **Notice of Preparation of a CEQA Document for the The Ford Theatres Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [www.aqmd.gov/ceqa/hdbk.html](http://www.aqmd.gov/ceqa/hdbk.html). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

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

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional



significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at:

<http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at:

[http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

#### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

#### **Data Sources**

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

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov) or call me at (909) 396-3244.

Sincerely,



Ian MacMillan

Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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. 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.

Comments can be submitted at the scoping meeting or sent via mail or email to the addresses below. The deadline for submitting written comments to the County is close of business day on March 11, 2014. In the space below (and on additional pages, if necessary, or in a format of your choosing), please provide any written comments you may have concerning the scope of the Draft EIR for the Project. Your comments will then be considered during preparation of the Draft EIR.

Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name:

Address:

Wesley Stapks  
2700 Camarosa E about the project

Traffic is the main concern  
for our 300 residents, as well  
as sidewalk that don't force  
pedestrians to walk in traffic  
or rather so THAT pedestrians  
are not required to walk in  
traffic as well as to  
the north for those entering from the No.





Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

**Notice of Preparation**

February 7, 2014

To: Reviewing Agencies  
  
Re: The Ford Theatres Project  
SCH# 2014021013

Attached for your review and comment is the Notice of Preparation (NOP) for the The Ford Theatres Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Joan Rupert  
Los Angeles County  
510 South Vermont Avenue, Rm 201  
Los Angeles, CA 90020**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

RECEIVED  
FEB 13 2014 PM 12:57  
PLANNING DIVISION

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2014021013  
**Project Title** The Ford Theatres Project  
**Lead Agency** Los Angeles County

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**Type** NOP Notice of Preparation  
**Description** 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. Implementation of the Project would result in approximately 47,550 net new sf of new facilities and approximately 48,750 net new sf of outdoor plaza areas within the Project Site.

---

**Lead Agency Contact**

**Name** Joan Rupert  
**Agency** Los Angeles County  
**Phone** 213 351 5126 **Fax**  
**email**  
**Address** 510 South Vermont Avenue, Rm 201  
**City** Los Angeles **State** CA **Zip** 90020

---

**Project Location**

**County** Los Angeles  
**City** Los Angeles, City of  
**Region**  
**Cross Streets** Caheunga Boulevard East and US 101  
**Lat / Long**  
**Parcel No.**  
**Township**

**Range** **Section** **Base**

---

**Proximity to:**

**Highways** US 101  
**Airports**  
**Railways**  
**Waterways**  
**Schools** Valley View, Oaks, etc.  
**Land Use** Use - The Ford Theatres and Office Uses/Zoning - [Q]PF-1XL-H/GPD- Public Facility

---

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Traffic/Circulation; Water Quality; Water Supply; Landuse; Cumulative Effects; Other Issues

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**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Caltrans, District 7; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

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**Date Received** 02/07/2014 **Start of Review** 02/07/2014 **End of Review** 03/10/2014

**Notice of Completion & Environmental Document Transmittal**

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# 2014021013

**Project Title:** The Ford Theatres ProjectLead Agency: County of Los AngelesContact Person: Joan RupertMailing Address: 510 South Vermont Avenue, Room 201Phone: 213-351-5126City: Los AngelesZip: 90020County: Los Angeles**Project Location:** County: Los AngelesCity/Nearest Community: Los Angeles/HollywoodCross Streets: Caheunga Boulevard East and US-101Zip Code: 90028Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_ " N / \_\_\_\_\_ " W Total Acres: 32

Assessor's Parcel No.: \_\_\_\_\_ Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: US-101

Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_ Schools: Valley View, Oaks, etc.**Document Type:**

CEQA: ☒ NOP ☐ Draft EIR ☐ Supplement/Subsequent EIR ☐ NOI ☐ Joint Document  
☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Other: \_\_\_\_\_  
☐ Draft EIS ☐ Final Document ☐ Other: \_\_\_\_\_  
☐ FONSI

**Local Action Type:**

☐ General Plan Update ☐ Specific Plan ☐ Rezone ☐ Annexation  
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment  
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit  
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☒ Other: Cnty. Supervisory

**Development Type:**

☐ Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
☒ Office: Sq.ft. 13,660 Acres \_\_\_\_\_ Employees \_\_\_\_\_  
☐ Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
☐ Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  
☐ Educational: \_\_\_\_\_  
☒ Recreational: 33,890 net new sq. ft. plus plaza areas  
☐ Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  
☐ Transportation: Type \_\_\_\_\_  
☐ Mining: Mineral \_\_\_\_\_  
☐ Power: Type \_\_\_\_\_ MW \_\_\_\_\_  
☐ Waste Treatment: Type \_\_\_\_\_ MGD \_\_\_\_\_  
☐ Hazardous Waste: Type \_\_\_\_\_  
☒ Other: 120 to 150 net new parking spaces

**Project Issues Discussed in Document:**

☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation  
☐ Agricultural Land ☒ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality  
☒ Air Quality ☒ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater  
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☐ Wetland/Riparian  
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☐ Growth Inducement  
☐ Coastal Zone ☒ Noise ☐ Solid Waste ☒ Land Use  
☒ Drainage/Absorption ☐ Population/Housing Balance ☐ Toxic/Hazardous ☒ Cumulative Effects  
☐ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☒ Other: Greenhouse Gases

**Present Land Use/Zoning/General Plan Designation:**Use: The Ford Theatres and Office Uses/Zoning - [Q]PF-1XL-H/General Plan Designation - Public Facility**Project Description:** (please use a separate page if necessary)

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. 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.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # <u>7</u>	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # <u>4</u>
<input checked="" type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input checked="" type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input checked="" type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # <u>5</u>	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input checked="" type="checkbox"/> Native American Heritage Commission	

### Local Public Review Period (to be filled in by lead agency)

Starting Date February 7, 2014

Ending Date March 11, 2014

### Lead Agency (Complete if applicable):

Consulting Firm: Matrix Environmental

Address: 6701 Center Drive West, Suite 900

City/State/Zip: Los Angeles, CA 90045

Contact: Stephanie Eyestone-Jones

Phone: (424) 307-5333

Applicant: The Ford Theatres Foundation

Address: 2580 Cahuenga Boulevard East

City/State/Zip: Los Angeles, CA 90068

Phone: \_\_\_\_\_

Signature of Lead Agency Representative: *Joan A. Rupert*

Date: 2.6.14

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

# NOP Distribution List

SK

County: LOS ANGELES

SCH#

2014021013

## Resources Agency

☒ Resources Agency  
Nadell Gayou

☐ Dept. of Boating & Waterways  
Nicole Wong

☐ California Coastal Commission  
Elizabeth A. Fuchs

☐ Colorado River Board  
Tanya Trujillo

☐ Dept. of Conservation  
Elizabeth Carpenter

☐ California Energy Commission  
Eric Knight

☐ Cal Fire  
Dan Foster

☐ Central Valley Flood Protection Board  
James Herota

☐ Office of Historic Preservation  
Ron Parsons

☒ Dept. of Parks & Recreation  
Environmental Stewardship Section

☐ California Department of Resources, Recycling & Recovery  
Sue O'Leary

☐ S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam

☐ Dept. of Water Resources  
Agency  
Nadell Gayou

## Fish and Game

☐ Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division

☐ Fish & Wildlife Region 1  
Donald Koch

☐ Fish & Wildlife Region 1E  
Laurie Harnsberger

☐ Fish & Wildlife Region 2  
Jeff Drongesen

☐ Fish & Wildlife Region 3  
Charles Armor

☐ Fish & Wildlife Region 4  
Julie Vance

☒ Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program

☐ Fish & Wildlife Region 6  
Gabrina Gatchel  
Habitat Conservation Program

☐ Fish & Wildlife Region 6 I/M  
Heidi Sickler  
Inyo/Mono, Habitat Conservation Program

☐ Dept. of Fish & Wildlife M  
George Isaac  
Marine Region

## Other Departments

☐ Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture

☐ Depart. of General Services  
Public School Construction

☐ Dept. of General Services  
Anna Garbett  
Environmental Services Section

☐ Dept. of Public Health  
Jeffery Worth  
Dept. of Health/Drinking Water

☐ Delta Stewardship Council  
Kevan Samsam

## Independent

### Commissions/Boards

☐ Delta Protection Commission  
Michael Machado

☐ Cal EMA (Emergency Management Agency)  
Dennis Castrillo

☒ Native American Heritage Comm.  
Debbie Treadway

☐ Public Utilities Commission  
Leo Wong

☐ Santa Monica Bay Restoration  
Guangyu Wang

☐ State Lands Commission  
Jennifer Deleong

☐ Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

## Business, Trans & Housing

☐ Caltrans - Division of Aeronautics  
Philip Crimmins

☒ Caltrans - Planning  
Terri Pencovic

☒ California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects

☐ Housing & Community Development  
CEQA Coordinator  
Housing Policy Division

## Dept. of Transportation

☐ Caltrans, District 1  
Rex Jackman

☐ Caltrans, District 2  
Marcelino Gonzalez

☐ Caltrans, District 3  
Gary Arnold

☐ Caltrans, District 4  
Erik Alm

☐ Caltrans, District 5  
David Murray

☐ Caltrans, District 6  
Michael Navarro

☒ Caltrans, District 7  
Dianna Watson

☐ Caltrans, District 8  
Dan Kopulsky

☐ Caltrans, District 9  
Gayle Rosander

☐ Caltrans, District 10  
Tom Dumas

☐ Caltrans, District 11  
Jacob Armstrong

☐ Caltrans, District 12  
Maureen El Harake

## Cal EPA

### Air Resources Board

☒ All Projects  
CEQA Coordinator  
Transportation Projects  
Nesamani Kalandiyur

☐ Industrial Projects  
Mike Tollstrup

☐ State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance

☐ State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality

☐ State Water Resources Control Board  
Phil Crader  
Division of Water Rights

☐ Dept. of Toxic Substances Control  
CEQA Tracking Center

☐ Department of Pesticide Regulation  
CEQA Coordinator

## Regional Water Quality Control Board (RWQCB)

☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

☐ RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)

☐ RWQCB 3  
Central Coast Region (3)

☒ RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)

☐ RWQCB 5S  
Central Valley Region (5)

☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office

☐ RWQCB 6  
Lahontan Region (6)

☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

☐ RWQCB 7  
Colorado River Basin Region (7)

☐ RWQCB 8  
Santa Ana Region (8)

☐ RWQCB 9  
San Diego Region (9)

☐ Other \_\_\_\_\_

☐ \_\_\_\_\_  
Conservancy



# County of Los Angeles

## Scoping Meeting for the Environmental Impact Report Regarding the Ford Theatres Project February 18, 2014

### Written Comment Form

The purpose of the Scoping Meeting is to solicit agency and other early comments regarding issues to be addressed in the Draft Environmental Impact Report (EIR) for the Ford Theatres Project (the Project). The approximately 32-acre Project Site includes the Ford Theatres, one of the oldest performing arts venues in Los Angeles. The Project Site is developed with an open-air 1,196-seat Amphitheatre with support spaces as well as a former 10,500-square-foot motel building currently used as staff offices. 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).

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Please leave this form in the box provided or deliver via e-mail, U.S. mail or fax. Please address to Joan Rupert, County of Los Angeles, Department of Parks and Recreation, 510 South Vermont Avenue, Room 201, Los Angeles, California 90020. Email address is [jrupert@parks.lacounty.gov](mailto:jrupert@parks.lacounty.gov) and fax is (213) 639-3959. If sent via U.S. mail, please add postage.

Name: GRAHAM STREETER  
Address: 2340 LORENZO DRIVE  
LOS ANGELES, CA  
90068

RECEIVED  
FEB272014PM2:43  
PLANNING DIVISION

PLEASE - NO FENCING !!

1. FENCING AROUND PROPERTY. - OUR HOME PROPERTY BORDERS ON THE  
PARK PROPERTY. WE WISH NO FENCE BE PUT UP - TO PRESERVE AN OPEN  
SEAMLESS FLOW AND VIEW FROM CITY TO PARK. OUR PROPERTY SLOPE IS  
AGGRESSIVELY STEEP, CREATING A NATURAL BARRIER FOR TRESPASSING.
2. TRAILS - WE WORK ORGANIZED HIKING TRIPS WITH INCREASE  
THE HOMELESS ENCAMPMENTS AND FIRE DANGER IN THE HILLS AROUND  
THE FORD PROPERTY.

NOTE: ALTHOUGH THESE TWO CONCERNS MAY SEEM CONTRADICTORY, THEY ARE NOT.  
TRAILS INCREASE FOOT TRAFFIC - A FENCE ALONG OUR PROPERTY WOULD  
BE AN OBSTACLE AND MEANS TO HOLD ON TO AND CLIMB UP OUR HILL -  
FIRE SAFETY - PROPERTY SAFETY.

March 11, 2014

**VIA E-MAIL AND U.S. MAIL**

Ms. Joan Rupert  
County of Los Angeles  
Department of Parks and Recreation  
Planning Division, Environmental and Regulatory Permitting  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020

Re: The Ford Theatres Project - Notice of Preparation Comments

Dear Ms. Rupert:

This firm represents Mr. Nima Tehrany, the owner of the residence at 2323 Lorenzo Drive in the City of Los Angeles. The Ford Theatres Project site (the "Site") directly abuts our client's residence, so the proposed Project has the potential to significantly impact our client and his family. In particular, the Project's approximately 0.75-mile ridgeline trail would provide access to our client's property and exacerbate a nuisance currently existing on the Site (discussed below) which has prevented Mr. Tehrany from moving his family into their new home.

While our client has numerous concerns about the Project and we intend to provide a detailed comment letter on the Draft Environmental Impact Report ("DEIR") if necessary, Mr. Tehrany's primary concern at this point has to do with how the Site interacts with his property. The Site is literally a few feet from our client's residence – not just Mr. Tehrany's property, **but the actual home itself** (i.e., the home does not have a back yard – just a County-owned hillside slope behind it that is part of the John Anson Ford Amphitheatre Park). (See Exhibit A.) This is a significant problem because this County-owned hillside directly above Mr. Tehrany's home has a well-documented drug problem and is frequented by transients, many of whom have set up sleeping bags, mattresses, and other living accommodations just above his property.<sup>1</sup> Unfortunately, so narrow is the gap between the County's property and our client's home that there is no reasonable place in which Mr. Tehrany could erect a fence on his property to protect

---

<sup>1</sup> The John Anson Ford Amphitheatre Park, and surrounding hillsides, play a prominent role in a *National Geographic* documentary about drug use in Hollywood. In one episode, for example, the hills above our client's residence are featured, with County law enforcement discussing the dangers that transient drug use and other criminal activity create on surrounding residences. Please see the following video 37 minutes in (for approximately five minutes): [http://www.tubeplus.me/player/2109542/Drugs\\_Inc/season\\_3/episode\\_7/Hollywood\\_High/](http://www.tubeplus.me/player/2109542/Drugs_Inc/season_3/episode_7/Hollywood_High/).

Ms. Joan Rupert

March 11, 2014

Page 2

his family's privacy, and most importantly, to provide a reasonable level of safety. As a result, Mr. Tehrany has had a squatter set up residence in his home and people coming down from the hillside to wash themselves in his garden. At night, the safety of his home is especially compromised as numerous strangers arrive from elsewhere in Hollywood to congregate and do drugs.

When Mr. Tehrany was in escrow to purchase the house, his communications with County staff led him to believe that the County would allow him to install a fence on a small portion of the Ford Theatres property to prevent the above impacts. (See Exhibit B.) Instead, shortly *after he purchased the home*, Mr. Tehrany received a letter informing him that he would not be able to build the requested fence and that the County instead had fixed its own existing chain link fence. (See Exhibit C.) Within a week that chain link fence was destroyed by transients who wanted to access Mr. Tehrany's property. Adding insult to injury, the County then released the Notice of Preparation for the Project, which would add hiking trails near Mr. Tehrany's residence and thereby further facilitate access to his residence.

While our client would like to support the proposed Project, in the absence of reasonable accommodations by the County to allow Mr. Tehrany to protect his home, he is left with little choice but to vigorously oppose the Project. The Los Angeles County Department of Parks and Recreation, which owns and operates the John Anson Ford Amphitheatre Park, has a legal obligation to prevent the existing nuisance and public safety issue on our client's property. Because the County is now embarking on the proposed Project, the California Environmental Quality Act ("CEQA") provides an additional avenue, in addition to basic nuisance law, by which the above impacts must be addressed.

Accordingly, we respectfully request that the DEIR include an analysis of the transient problem currently existing on the Site and how the proposed new hiking trail and planned access points will further exacerbate impacts on our client's home and other sensitive receptors in the area. This analysis should include daytime and nighttime surveys of existing baseline conditions in the slopes above Mr. Tehrany's residence and analysis in the following topical areas:

(1) **Public Services** – the hiking trail's increased access to the hillsides in this area will exacerbate the transient problem. How will the trail's significant impacts on police and fire services be reduced to a level less than significant in light of the above;

(2) **Aesthetics** – the County has allowed the slope above our client's property to be strewn with trash and homeless encampments. This will no doubt increase with the greater access to be facilitated by the Project. What mitigation will the County impose to reduce these impacts to a level less than significant; and

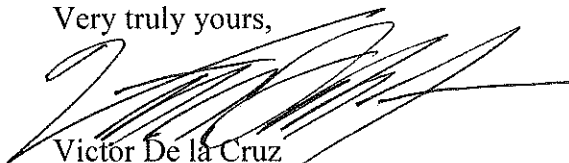
Ms. Joan Rupert  
March 11, 2014  
Page 3

(3) **Noise** – the number of people who will come to the slopes above our client's home is only bound to increase as a result of the Project. How will the County reduce significant noise impacts on our client's home (and other sensitive receptors) from the influx of additional people at night and what mitigation will the County impose to reduce these impacts to a level less than significant.

While we hope that the DEIR will address and fully analyze the above issues, it is our expectation that the County will address the significant nuisance issues on its property now, rather than through the imposition of CEQA mitigation measures. Obviously, the sooner the above impacts are addressed, the more likely the above concerns will be rendered moot for purposes of CEQA analysis. Our client would like to reach a win-win solution with the County that would allow him to support the Project. This should not be difficult.

Thank you for the opportunity to comment on the Notice of Preparation. Should you have any questions, please do not hesitate to contact me.

Very truly yours,



Victor De la Cruz  
Manatt, Phelps & Phillips, LLP

Supervisor Zev Yaroslavsky, County of Los Angeles  
Councilman Tom LaBonge, City of Los Angeles  
Mr. Ben Saltsman, Planning Deputy, Office of Supervisor Zev Yaroslavsky  
Ms. Renee Weitzer, Chief of Land Use Planning (South), Office of Councilman Tom LaBonge  
Mr. Jonathan Brand, Chief of Land Use Planning (North), Office of Councilman Tom LaBonge  
Ms. Kathline King, Chief of Planning, Planning Division  
Mr. Jim Park, Deputy Director, Special Projects  
Mr. James Barber, Land Acquisition & Development Section Head, Planning Division  
Mr. Guillermo F. Najar, Regional Facilities Agency  
Mr. Hayden W. Sohm, Deputy Director, Los Angeles County Parks  
Ms. Diane Thorne, Land Acquisition & Development

A





**Figure 3**  
Aerial Photograph of the Project Site and Surrounding Vicinity





# LEGEND

1. Historic Amphitheatre
2. Existing Edison Plaza
3. Existing Service Area
4. Existing Box Office - Relocated 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 250-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 Box Office - 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



Figure 4  
Overall Conceptual Site Plan

**B**



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

## Replacement Fence Proposal

Nima Tehrany &lt;nimatehrany@gmail.com&gt;

To: jepark@parks.lacounty.gov

Thu, Jan 10, 2013 at 6:43 PM

Good Afternoon Mr. Park,

First and foremost, I want to thank you sincerely for taking the time out of your busy schedule to meet with me 2323 Lorenzo Drive yesterday. Pursuant to our conversation yesterday, I would like to replace the current chain link fence with a secure anti-scale wrought iron fence to provide some real security for my family in our new home. As you were able to perceive yesterday, the hill directly behind the property is frequented by transients, many of whom have set up sleeping bags, mattresses and other transient living accommodations. This property is about a 100 yards away from the large Hollywood Cross that can be seen from both the 101 Highway and Cahuenga Blvd. As recently exposed on National Geographic's documentary show Drugs, Inc., episode Hollywood High, this particular hillside has a huge drug user transient population loitering it as the hill is so easily accessible directly from Cahuenga Blvd by the 101 Highway, just down the hill from the property. Just as recent as last month, we had a squatter in the house for a few days. Moreover, items of clothing are often found in the back of the property, next to a water hose, where many transients use the water to wash themselves on the property.

Due this huge safety concern for my family, I am proposing to replace the current chain linked fence with a more secure wrought iron anti-scaling fence, such as the one pictured in the attachment. The current fence and the new fence that I proposing to replace it with are located on the County's property. I will incur the cost of the new wrought iron fence. I will place a keyed security door in the gate and provide your office with a copy of the key to the door so that you can access the property at will. I have attached a copy of plat mat that was used by the previous owner when he was contemplating purchasing the land from the County. I have circled the location of the current chain link fence in the north portion of the survey. The wrought iron fence will replace the current chain link fence from the western cliff to the eastern cliff. The fence will measure roughly 160 linear feet and will be 8 feet high. Due to the natural bottleneck effect created by the two steep cliffs at both ends, this is the optimal location for the placement of the fence to provide the adequate security for our home.

In summary, the proposed fence will only replace the existing fence that has been in place for a very long time. The current chain link fence has no door, making access for the County difficult. The new replacement fence will provide greater ease of access to the property by the County as it will have a secure keyed door and a copy of the key will be provided to the County. I will incur the cost for the replacement wrought iron fence. Most importantly, our family can feel secure in our home.

I thank you in advance for both your time and consideration. I can

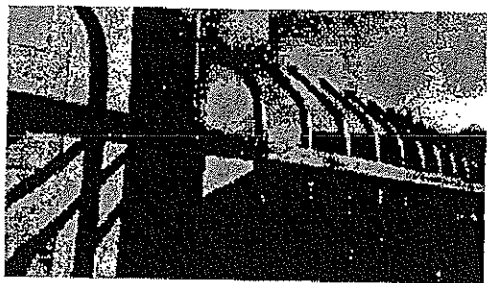
always be reached directly at (310) 617-6462.

Sincerely,  
Nima M. Tehrany

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---

**2 attachments**



**IMAG0068.jpg**  
146K

 **Plat Map.pdf**  
266K





Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

---

Jim Park &lt;jepark@parks.lacounty.gov&gt;

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Mon, Jan 14, 2013 at 7:13 AM

Mr. Tehrany,

This is to confirm receipt of your fence proposal. As I indicated during my visit to your property I will share your proposal with our operational staff that is responsible for the Ford Theater property. Based on their review and response to your proposal I will get back to you within ten days. Feel free to contact me at any time.

Jim Park  
Deputy Director, Special Projects  
(626) 660 4386  
[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

---

Nima Tehrany <nimatehrany@gmail.com>  
To: Jim Park <jepark@parks.lacounty.gov>

Mon, Jan 14, 2013 at 8:09 AM

Good Morning Mr. Park,

Thank you so much for your assistance.

Sincerely,  
Nima M. Tehrany

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[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

---

Jim Park <jepark@parks.lacounty.gov>

Mon, Jan 14, 2013 at 8:36 AM

To: Nima Tehrany <nimatehrany@gmail.com>

Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, James Barber <jbarber@parks.lacounty.gov>, Guillermo Najjar <gnajar@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>

Mr. Tehrany,

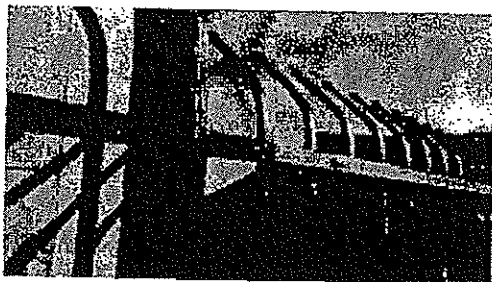
You should submit for plan review to Guillermo Najjar who is copied on this message. The submittal should include specifications for the fence including footing depth, gauge of fencing material, gate width etc. Once the plan is approved James Barber and his staff will prepare a permit for the installation.

Jim Park

[Quoted text hidden]

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### 2 attachments



IMAG0068.jpg  
146K

 Plat Map.pdf  
266K



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

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James Barber &lt;jbarber@parks.lacounty.gov&gt;

Mon, Jan 14, 2013 at 9:18 AM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, Guillermo Najjar &lt;gnajar@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Diane Thome &lt;dthome@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;

Hi Nima,

Diane Thome (213-351-5128) of my staff will be in touch with you to communicate information needed to develop the license.

James Barber (213) 351-5117

Land Acquisition &amp; Development Section Head

Planning Division, Planning &amp; Development Agency

Los Angeles County Department of Parks &amp; Recreation

510 S. Vermont Avenue, Room 201

Los Angeles, CA 90020

"Creating Community Through People, Parks, and Programs"

—Original Message—

From: Jim Park

Sent: Monday, January 14, 2013 8:36 AM

To: 'Nima Tehrany'

Cc: Hayden Sohm; James Barber; Guillermo Najjar; Kathline J. King

Subject: FW: Replacement Fence Proposal

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### 2 attachments

IMAG0068.jpg  
146K Plat Map.pdf  
534K



Nima Tehrany <nimatehrany@gmail.com>

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## Replacement Fence Proposal

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Nima Tehrany <nimatehrany@gmail.com>

Mon, Jan 14, 2013 at 9:19 AM

To: James Barber <jbarber@parks.lacounty.gov>

Cc: Hayden Sohm <hsohm@parks.lacounty.gov>, Guillermo Najar <gnajar@parks.lacounty.gov>, "Kathline J. King" <KKing@parks.lacounty.gov>, Diane Thorne <dthorne@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>

Thank you all for your assistance.

Sincerely,  
Nima M. Tehrany

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[Quoted text hidden]





Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

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Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Mon, Jan 14, 2013 at 11:53 AM

To: James Barber &lt;jbarber@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;

Good Morning,

Here are the specifications on the fence and gate:

Pickets will be 8 feet in height 16 gage 3/4"

Tubes will be 8 feet in height 11 gage 2"x2"

Door will be 36"x72"

Footing will be 18" in dept

Please let me know if this information is sufficient or if you require further items. I can always be reached directly at (310) 617-6462 as well.

Sincerely,  
Nima M. Tehrany

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[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

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Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;

Mon, Jan 14, 2013 at 12:48 PM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;

Thank you for the information, however a fence above six feet will require a permit and structural calculations. The permit and requirements can be obtained from the Department of Public Works located at 900 Freemont Avenue in Alhambra. You can reach me below if you have additional questions regarding the constructability of the fence and proposed location.

Guillermo F. Najar  
Regional Facilities Agency  
265 Cloverleaf Drive Baldwin Park, CA 91706  
626-934-3845 Office  
626-934-3852 Fax  
213-453-1585 cell

—Original Message—

From: Nima Tehrany [mailto:nimatehrany@gmail.com]

[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Replacement Fence Proposal

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Hayden Sohm <hsohm@parks.lacounty.gov>

Mon, Jan 14, 2013 at 12:51 PM

To: Guillermo Najjar <gnajar@parks.lacounty.gov>, Nima Tehrany <nimatehrany@gmail.com>, James Barber <jbarber@parks.lacounty.gov>

Cc: "Kathline J. King" <KKing@parks.lacounty.gov>, Diane Thorne <dthorne@parks.lacounty.gov>, Jim Park <jepark@parks.lacounty.gov>

You might want to share what they submitted for the private fence at San Dimas Nature Center

Hayden W. Sohm  
Deputy Director  
L.A. County Parks  
626-369-8693  
cell: 626-674-5885  
[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Mon, Jan 14, 2013 at 2:01 PM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

Good afternoon Mr. Tehran,

I will be your main contact for preparing the license agreement allowing access to County premises for the purpose of installing the wrought iron fence bordering the subject properties. For your convenience and information I have attached the County's fillable form/application for the license agreement. It generally takes 4-6 weeks to process a license. I understand for Jim Park you will be closing escrow soon. What is your time frame? Do you have a contractor and start date yet? I will need certificates of insurance from the contractor. In addition to obtaining required permits as the Licensee, you will be responsible for ensuring the contractor is properly insured and has the proper contractor's license. The contractor must provide proof of insurance. The certificates of insurance consist of general liability with additional insured endorsement, auto liability, workers comp and waiver of subrogation. The contractor's additional insured insurance must cover the County for completed operations with respect to bodily injury and property damage.

Please email the completed application to my attention. I look forward to working with you and answering any additional questions.

Diane Thorne | County of Los Angeles Department of Parks and Recreation  
| Land Acquisition and Development

510 So. Vermont Avenue | Los Angeles, CA 90020

Tel: 213.351.5128 | Fax: 213.639.3959 | Email:  
dthorne@parks.lacounty.gov | The office is closed on Fridays

—Original Message—

From: Guillermo Najar

Sent: Monday, January 14, 2013 12:49 PM

To: 'Nima Tehrany'; James Barber

Cc: Hayden Sohm; Kathline J. King; Diane Thorne; Jim Park

Subject: RE: FW: Replacement Fence Proposal

Thank you for the information, however a fence above six feet will require a permit and structural calculations. The permit and requirements can be obtained from the Department of Public Works located at 900 Freemont Avenue in Alhambra. You can reach me below if you have additional questions regarding the constructability of the fence and proposed location.



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Tue, Jan 15, 2013 at 4:57 PM

To: Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najjar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

Hi Diane,

Thank you for your prompt follow-up. I should hopefully be closing on the property next week. I have a contractor who is both licensed and insured. I will forward you all his license and insurance information as soon as I collect it from him. We can start the fence installation as soon as we receive the license from the County permitting us to instal it. For clarification, does the application that you attached apply if the fence is under 6 feet tall or does it only come into play if we are putting a fence that is over 6 feet requiring a permit? Also for clarification, how is the 6 feet measured if the top of the fence is curved down? Do we measure from the ground to the highest point of the fence or do we measure the actual material of the fence, including the part that is curved down at the top? I hope my question makes sense.

Sincerely,  
Nima M. Tehrany

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[Quoted text hidden]

10-03-30 License Info - Fillable Form.pdf  
2395K





Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

---

Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Tue, Jan 15, 2013 at 5:12 PM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

The License from Department of Parks and Recreation's Planning Division only allows for right of entry onto County premises. All other permits concerning construction of proposed fencing are obtained from Department of Public Works. Your questions regarding the proper measurement of the fencing would be answered by the Department of Public Works or the agency providing the permit for construction of your proposed fence.

Diane Thorne | County of Los Angeles Department of Parks and Recreation  
| Land Acquisition and Development

510 So. Vermont Avenue | Los Angeles, CA 90020

Tel: 213.351.5128 | Fax: 213.639.3959 | Email:  
dthorne@parks.lacounty.gov | The office is closed on Fridays

—Original Message—

From: Nima Tehrany [mailto:nimatehrany@gmail.com]

Sent: Tuesday, January 15, 2013 4:58 PM

To: Diane Thorne

Cc: Hayden Sohm; Kathline J. King; Jim Park; Guillermo Najar; James Barber

Subject: Re: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl

[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

---

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

---

Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Thu, Jan 17, 2013 at 8:19 AM

To: Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najjar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

Good Morning Diane,

Below is my contractor's info and attached are both a copy of his Contractor's License and a copy of his Liability and Workers Comp Insurance. Please let me know if this information is sufficient or if there is more that you need.

Thank you for your help again.

Sincerely,  
Nima M. Tehrany

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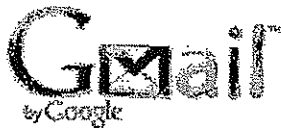
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**2 attachments****Contractor License.pdf**

18K

**Liability and Workers Comp..pdf**

605K



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

---

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

---

Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Thu, Feb 7, 2013 at 3:28 PM

To: Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najjar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;

Hi Diane,

Thank you so much for taking the time to meet with me and my contractor in person today on such short notice to go over the license application. I truly appreciate all of your input. Pursuant to your request this afternoon, the APN # for the subject property at 2323 Lorenzo Dr. is 5577-027-037. I will begin working on the application with my contractor today and will get it back to you as soon as possible. Should you have any questions or concerns at any time please do not hesitate to contact me directly at (310) 617-6462.

Sincerely,  
Nima M. Tehrany

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Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

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Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Thu, Feb 7, 2013 at 4:07 PM

To: Diane Thome &lt;dthome@parks.lacounty.gov&gt;

Hi Diane,

Here is what I have thus far for application. Will you please let me know if I am on the right track please :).

Sincerely,  
Nima M. Tehrany, Esq.

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[Quoted text hidden]

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 **License Application.pdf**  
1242K



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Thu, Feb 7, 2013 at 4:24 PM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najjar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;, Kimel Conway &lt;kconway@parks.lacounty.gov&gt;

Nima,

Thank you for coming by the office to discuss the application requirements and the scope of the work for the proposed fencing installation. Please have your contractor submit the total cost of project along with pictures and specification of the fence to be installed. As a recap, I will require detailed information describing number of posts and distance between each post, depth of each post, length of fence to be installed, an aerial showing ingress/egress routes and area of existing fence and proposed fencing. Also please indicate number of locking gates to be installed and number of keys to be given to County for access and maintenance operations.

Per our telephone call this afternoon, our Director does not have authority to accept donated improvements >\$10K per the County Fiscal Manual. A Board Letter authorizing our Director to accept the improvement on behalf of the County for improvements >\$10K would be required. With escrow closing as soon as February 19 and in the interest of saving time, the cost of the fencing should be no more than \$10K.

Regards,

Diane Thorne | County of Los Angeles Department of Parks and  
Recreation | Land Acquisition and Development

510 So. Vermont Avenue | Los Angeles, CA 90020

Tel: 213.351.5128 | Fax: 213.639.3959 | Email:

dthorne@parks.lacounty.gov | The office is closed on Fridays 

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**From:** Nima Tehrany [mailto:nimatehrany@gmail.com]**Sent:** Thursday, February 07, 2013 3:29 PM**To:** Diane Thorne**Cc:** Hayden Sohm; Kathline J. King; Jim Park; Guillermo Najjar; James Barber**Subject:** Re: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl





Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

---

**Diane Thorne** <dthorne@parks.lacounty.gov>  
**To:** Nima Tehrany <nimatehrany@gmail.com>

Thu, Feb 7, 2013 at 4:30 PM


Nima,

Please confirm. The length of the fence is 160 feet? Otherwise the application is fine.

Diane Thorne | County of Los Angeles Department of Parks and  
Recreation | Land Acquisition and Development

510 So. Vermont Avenue | Los Angeles, CA 90020

Tel: 213.351.5128 | Fax: 213.639.3959 | Email:

dthorne@parks.lacounty.gov | The office is closed on Fridays b 

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**From:** Nima Tehrany [mailto:nimatehrany@gmail.com]**Sent:** Thursday, February 07, 2013 4:07 PM**To:** Diane Thorne**Subject:** Re: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl

[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

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Nima Tehrany <nimatehrany@gmail.com>  
To: Diane Thorne <dtthorne@parks.lacounty.gov>

Thu, Feb 7, 2013 at 4:34 PM

Hi Diane,

Yes, it is 160 feet wide. Thank you for taking the time to review it for me :).

Sincerely,  
Nima M. Tehrany

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[Quoted text hidden]



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

**RE: FW: Replacement Fence Proposal - John Anson Ford Theatre/Hollywood Bowl**

Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Mon, Feb 11, 2013 at 8:02 AM

To: Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Cc: Hayden Sohm &lt;hsohm@parks.lacounty.gov&gt;, "Kathline J. King" &lt;KKing@parks.lacounty.gov&gt;, Jim Park &lt;jepark@parks.lacounty.gov&gt;, Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;, James Barber &lt;jbarber@parks.lacounty.gov&gt;, Kimel Conway &lt;kconway@parks.lacounty.gov&gt;

Good Morning Diane,

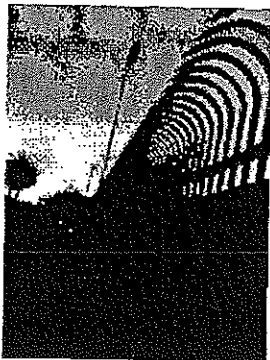
Hope you had a great weekend. Attached please find the draft application and supporting documents that you requested. I am certain that there are still changes that need to be made. At your convenience, please review the attached and let me know how I can help facilitate the process. I can always be reached directly at (310) 617-6462.

Thank you once again for all of your help.

Sincerely,  
Nima M. Tehrany


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[Quoted text hidden]

**6 attachments**

Sample Fence Picture.jpeg  
132K

 License Application.pdf  
1245K

 Invoice for Fence.pdf  
220K

 Plat Map with Location of Fence and Locking Gate.pdf  
284K

Contractor License-1 copy.pdf



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION  
"Creating Community Through People, Parks and Programs"



## LICENSE / PERMIT REQUEST FORM

### Directions:

1. At the top right of this screen, click "Highlight fields" check box.

Adobe Acrobat Professional - [LicenseInformation.pdf]  
This document contains interactive form fields.

Los Angeles County Department of Parks and Recreation  
**LICENSE / PERMIT INFORMATION**  
Check "Highlight Fields" box at top right. Type information in highlighted boxes.

**Company**  
Name: \_\_\_\_\_  
Street: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_  
Zip: \_\_\_\_\_

**Company Representative**  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Street: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_  
Zip: \_\_\_\_\_  
Work Number: \_\_\_\_\_  
Cell Number: \_\_\_\_\_  
Fax Number: \_\_\_\_\_  
E-Mail: \_\_\_\_\_

**Company Emergency**

2. Scroll to next page and click on colored box to the right of Company Name.
3. Enter name of company requesting license / permit.
4. Tab to next colored box and enter street address of company requesting license / permit.
5. Tab through remainder of colored boxes and enter information.
6. Review form to ensure form is filled out and information is complete.
7. Upon completion, save completed form on your computer.
8. By reply e-mail, return completed form and supporting documents (See Section B).  
Note: E-mail size limits (Max 2 MB) may require sending attachments in multiple e-mails.
9. Call to confirm receipt of form and supporting documents.
10. Each request is unique. Submitting a request is no guarantee of approval. Processing time depends on each unique situation. To expedite request, provide complete information.

**If you have questions, please contact us**

## LICENSE / PERMIT INFORMATION

Check "Highlight fields" box at top right. Type information in highlighted boxes.

### A. COMPANY INFORMATION

#### Company

Name: ARKA Builders  
Street: 7766 Via Ronaldo  
City: Burbank  
State: CA  
Zip: 91504

#### Company Representative To Whom Written Notifications Are To Be Sent

Name: Arvin Bagdasaryan  
Title: General Contractor  
Street: 7766 Via Ronaldo  
City: Burbank  
State: CA  
Zip: 91504  
Work Number: (818) 389-9994  
Cell Number: (818) 389-9994  
Fax Number: (818) 767-7346  
E-Mail: arvin@arkabuilders.com

#### Company Representative With Authority To Sign License / Permit

Name: Arvin Bagdasaryan  
Title: General Contractor  
Street: 7766 Via Ronaldo  
City: Burbank  
State: CA  
Zip: 91504  
Work Number: (818) 389-9994  
Cell Number: (818) 389-9994  
(Optional)  
Fax Number: (818) 767-7346  
E-Mail: arvin@arkabuilders.com

#### Company Emergency Contact

Name: Arvin Bagdasaryan  
Title: General Contractor  
Work Number: (818) 389-9994  
Cell Number: (818) 389-9994  
(Optional)

Los Angeles County Department of Parks and Recreation

**B. DOCUMENTS NEEDED**

Copies must be provided to us via e-mail (preferred), mail, fax, or in-person delivery

**1. Exhibits**

Provide maps / drawings showing all areas where work will occur, including paths for ingress/egress.

**2. Ownership / Use Rights Documents**

Provide all documents showing ownership / use rights of licensee / permittee.

Examples:

- Deeds
- Easements
- Other relevant licenses / permits

**3. Insurance**

Important:

- Insurance categories and amounts are those typically required but may vary depending upon nature of activities for which a license / permit is being sought.
- Submittal of Insurance certificates is required prior to the Department executing the license / permit.
- Sample License / Permit Agreement, Additional Insured Endorsement, and Certificate of Insurance are provided below. Carefully review sample Certificate of Insurance to ensure requirements are met. ***Process will be delayed until requirements are met.***
- Licensee / permittee shall require all of its subcontractors to maintain insurance specified in this license / permit.

Requirements:

a. General Insurance

i. Self-Insurance (Contingent upon County approval)

- OR -

ii. Certificate of Insurance

1. Coverage Requirements

- i. \$2 Million – General Aggregate
- ii. \$2 Million – Products/ Completed Operations Aggregate
- iii. \$1 Million – Personal and Advertising Injury
- iv. \$1 Million – Each Occurrence
- v. \$1 Million – Automobile Liability
- vi. \$1 Million – Workers Comp, Each accident
- vii. \$1 Million – Workers Comp, Disease (Policy limit)
- viii. \$1 Million – Workers Comp, Disease (Each employee)

**CERTIFICATE OF INSURANCE**

MUST submit the following:

1. ACORD 25-S form

**AND**

2. Additional Insured Endorsement

CG 20 10 11 85 form

(Samples included below)

**WORKERS COMP**

MUST submit the following:

1. ACORD 25-S form

**OR**

2. State Compensation Insurance Fund form  
(Samples included below)

b. Unique Insurance Coverage (may also be required, depending on situation)

- i. Sexual Misconduct Liability Coverage
- ii. Professional Liability / Errors and Omissions
- iii. Property Coverage
- iv. Crime Coverage
- v. Miscellaneous Coverage, such as Pollution Liability, Installation floater.



*Los Angeles County Department of Parks and Recreation*

**C. SCOPE OF WORK**

(Detailed and complete information will help expedite processing)

1. State purpose of work  
Remove and dispose of existing failing chain link fence and replace with a durable wrought iron fence with a locking gate door for ease of access by the County. Copy of key for the gate door will be provided to the County. Existing chain link fence will be removed and disposed of.
2. Describe sequence of work from first to last day  
Day 1 - Remove and dispose of existing fence  
Day 2-4 - Install 18 inch deep concrete footings every 10 feet for fence posts (160 foot fence will require 16 footings and fence posts)  
Day 5 - Deliver and install custom built to measure wrought iron fence.
3. List types of vehicles involved  
N/A - No vehicles will be used at the site. Wrought iron fence will be built off site and delivered for installation. All deliveries and removal will be made through the back of subject property located at 2323 Lorenzo Dr.. New fence will be 6 feet tall, 160 feet wide with 18-inch deep footings every 10 feet for the fence posts.
4. List additional equipment involved  
N/A - No equipment will be required as wrought iron fence is being built off site and delivered for installation.
5. Describe method of securing premises / staging area  
N/A - the fence being replaced is on a hillside behind subject property and not accessible to the public.
6. Describe proposed method of remediation / restoration of premises  
N/A - Replacing existing fence will not cause any damage to the hillside.
7. List desired dates and duration of work in days  
(Weekend work and work on County holidays will not be permitted)  
Five (5) working days will be required, preferably Monday-Friday.
8. List desired hours of work  
8am to 5pm

Los Angeles County Department of Parks and Recreation

**D. ADDITIONAL**

(Detailed and complete information will help expedite processing)

*Please describe / explain:*

1. Method of cleaning premises  
Remove existing chain link fence and dispose.
2. Measures to avoid potential damage to trees, shrubs, turf, landscape  
New wrought iron fence will replace existing chain link fence, minimizing any potential damage.
3. Measures to avoid potential damage to utilities (power, gas, sprinkler heads, etc)  
N/A - no utilities on the hillside near the site of the fence being replaced.
4. Measures to avoid potential conflict with facility operations / events  
Will contact County 48 hours prior to commencement of work to clear any potential conflicts for the benefit of the County.
5. Safety issues / precautions  
Prudent use and care will be taken in both the removal and disposition of the existing chain link fence and the installation of the new wrought iron fence.
6. Public benefit - how will community benefit  
1.) Prevent loitering and transient living on County property, 2.) Provide security for the subject property and 3.) Provide accessibility to the County for maintenance operations and access through one locking gate. Current chain link fence does not allow for access. Two copies of key for the locking gate will be provided to the County.  
To Complete:
  1. Save this form to your computer.
  2. Review this form and all required documents.  
Make sure information is complete and meets all requirements.  
*Incomplete information will delay processing.*
  3. E-mail this form and required documents.
  4. Contact the Department to confirm receipt of documents.

Save

# ACORD-CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YY)  
[MM/DD/YY]

<b>PRODUCER</b> [Insurance Company] [Street Address] [City, State, Zip]		THIS CERTIFICATE ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
[Insurance Phone]                      [Insurance Fax]		<b>INSURERS AFFORDING COVERAGE</b>	
<b>INSURED</b> [Organization Obtaining Insurance for Permit/License] [Street Address] [City, State, Zip]		INSURER A: [Company A Insurance Provider] INSURER B: [Company B Insurance Provider] INSURER C: INSURER D: INSURER E:	

## COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INS LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	<b>GENERAL LIABILITY</b> <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> HOST LIQUOR INCL. <input checked="" type="checkbox"/> TPPD \$250,000 GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC	[Policy Number] General Liability SEE SAMPLE LICENSE (Attached) 8.a. Coverages should be equal to or greater than those specified in 8.a.	[MM/DD/YY]	[MM/DD/YY]	EACH OCCURRENCE → \$1,000,000 FIRE DAMAGE (Any 1 fire) MED EXP (Any 1 person) \$ PERSONAL INJURY → \$1,000,000 GENERAL AGGREGATE → \$2,000,000 <b>PRODUCTS</b> - COMP/OP AGG → \$1,000,000
B	<b>AUTOMOBILE LIABILITY</b> <input checked="" type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON OWNED AUTOS <input type="checkbox"/>	[Policy Number] Automobile Policy	[MM/DD/YY]	[MM/DD/YY]	COMBINED SINGLE LIMIT (Ea Accident) → \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY EA ACC \$ AGG \$ EACH OCCURRENCE \$ AGGREGATE \$ \$
	<b>GARAGE LIABILITY</b> <input type="checkbox"/> ANY AUTO <input type="checkbox"/>				\$ \$ \$
	<b>EXCESS LIABILITY</b> <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input type="checkbox"/> RETENTION \$				\$ \$ \$
A	<b>WORKER'S COMPENSATION AND EMPLOYER'S LIABILITY</b>	[Policy Number] Workers Compensation	[MM/DD/YY]	[MM/DD/YY]	<input type="checkbox"/> WC STATU <input type="checkbox"/> OTHER E.L. EACH ACCIDENT → \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000

7.a.ii.  
License specifically identified

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED ☒ ENDORSEMENT/SPECIAL PROVISIONS:

Re: [Park Name] License # (assigned by Dept.) - [Park Street Address, City, Zip]  
 County of Los Angeles and its Agents are named as Additional Insureds per the attached CG 20 10 11 85.

7.a., 7b.

7.c.

<b>CERTIFICATE HOLDER</b> <input checked="" type="checkbox"/> ADDITIONAL INSURED; INSURER LETTER:	<b>CANCELLATION</b>
County of Los Angeles Department of Parks and Recreation Attn: Chief of Planning 510 South Vermont Avenue Los Angeles, CA 90020 USA	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED _____



P.O. BOX 420807, SAN FRANCISCO, CA 94142-0807

## CERTIFICATE OF WORKERS' COMPENSATION INSURANCE

ISSUE DATE:

7.a.i.  
License specifically identified

GROUP:  
POLICY NUMBER:  
CERTIFICATE ID:  
CERTIFICATE EXPIRES:  
10-01-2008

COUNTY OF LOS ANGELES  
DEPT OF PARKS & RECREATION  
510 S. VERMONT AVE.  
LOS ANGELES CA 90020

SC

JOB: 1 [Park Name] License # \_\_\_\_\_  
MANA [Park Street Address]  
[Park City], CA [Park Zip]

This is to certify that we have issued a valid Workers' Compensation insurance policy in a form approved by the California Insurance Commissioner to the employer named below for the policy period indicated.

This policy is not subject to cancellation by the Fund except upon 30 days advance written notice to the employer.

We will also give you 30 days advance notice should this policy be cancelled prior to its normal expiration.

This certificate of insurance is not an insurance policy and does not amend, extend or alter the coverage afforded by the policy listed herein. Notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate of insurance may be issued or to which it may pertain, the insurance afforded by the policy described herein is subject to all the terms, exclusions, and conditions, of such policy.

AUTHORIZED REPRESENTATIVE

PRESIDENT

EMPLOYER'S LIABILITY LIMIT INCLUDING DEFENSE COSTS: \$1,000,000 PER OCCURRENCE.

ENDORSEMENT #2065 ENTITLED CERTIFICATE HOLDERS' NOTICE EFFECTIVE  
ATTACHED TO AND FORMS A PART OF THIS POLICY.

IS

State Compensation Insurance Fund will list only one insurance category listed in the license agreement; other insurance certificates, such as the previous form above, will show all three insurance categories listed in the license agreement.

EMPLOYER

PROJECT NAME:  
INSURER:  
POLICY NUMBER:  
ENDORSEMENT NUMBER:

**THIS ENDORSEMENT CHANGES THE POLICY, PLEASE READ IT CAREFULLY.**

**ADDITIONAL INSURED -- OWNERS, LESSEES OR CONTRACTORS**  
**(CONTRACTORS, CONSULTANTS)**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART.

SCHEDULE

Name of Organization

County of Los Angeles and Its Agents.

RE: [Park Name] License # \_\_\_\_\_ [Park Address, City, State, Zip]

SEE SAMPLE LICENSE (Attached)  
7.a., 7.b.

(If no entry appears above, the information required to complete this endorsement will be shown in the Declarations as applicable to this endorsement.)

WHO IS AN INSURED (Section II) is amended to include as an insured the person or organization shown in the Schedule, but only with respect to liability arising out of "your work" for that insured by or for you.

**Modifications to ISO form CG 20 10 11 85:**

1. The insured scheduled above includes the Insured's officers, officials, employees and volunteers, except that coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under subdivision (b) of section 2782 of the Civil Code.
2. This insurance shall be primary as respects the insured shown in the schedule above, or if excess, shall stand in an unbroken chain of coverage excess of the Named Insured's scheduled underlying primary coverage. In either event, any other insurance maintained by the Insured scheduled above shall be in excess of this insurance and shall not be called upon to contribute with it.
3. The insurance coverage shall not be assigned, reduced, amended, cancelled, terminated, or not renewed by either party except after thirty (30) days written notice by certified mail, return receipt requested, to City.

\_\_\_\_\_  
*Signature-Authorized Representative*

\_\_\_\_\_  
*Address*

**PARK NAME**

**STREET NUMBER AND NAME, CITY CA ZIP CODE**

**[COMPANY NAME] ACCESS PERMIT AND LICENSE AGREEMENT  
("LICENSE")**

Licensee:

Organization's Name  
Street Number and Name  
City, CA [insert zip code]

Licensor:

County of Los Angeles Department of  
Parks and Recreation  
510 South Vermont Avenue  
Los Angeles, CA 90020  
Authority: L.A.C.C. 226.140B(3)  
Expiration Date: See Paragraph 3  
Consideration: See Paragraph 4

1. **PREMISES:** Licensee, its employees, contractors and agents, after execution of this license by the Director of the Los Angeles County Department of Parks and Recreation ("Director"), is hereby granted permission to enter [Park Name] ("the Park"), located at [Street Number Street Name, City, California Zip Code].
  - A. Licensee hereby acknowledges the title of Licensor and/or any other public agencies having jurisdiction there over, in and to the Premises, and covenants and agrees never to assail, contest or resist said title.
  - B. Equipment, tools, materials and vehicles are not allowed to remain on the Premises overnight.
2. **LICENSED USE:** New construction, repair and replacement of cement pads for picnic areas, sidewalks and paths of travel, parking areas, trash container pads, curb & gutters, boat ramps and areas agreed to upon by all parties. The labor and materials will be provided at no expense to Licensor except when otherwise pre-arranged. Items that may be provided by the Licensor may consist of labor, cement and miscellaneous materials for the completion of an approved project.

Licensee shall exercise the permission herein given in such a manner as to minimize interference with the full use and enjoyment of said Premises by Licensor.

3. **TERM:** The term of this License commences when the License is signed by the Director and runs thereafter for a period not to exceed 2 years ending when Licensee obtains Licensor's final approval and acceptance of the Project.



4. **CONSIDERATION:** Consideration is the public benefit derived from Licensee's improvements to the Park at no cost to Licensor with exception of cement and miscellaneous materials provided by Licensor.

5. **NOTICES:**

- A. Whenever provision is made for giving written notice, such notice shall be deemed to have been received if it was sent by mail and e-mailed to: Mr. Larry Hensley at [lhensley@parks.lacounty.gov](mailto:lhensley@parks.lacounty.gov) and [Name of Licensee Contact at [email address]] and addressed as follows:

To Licensor:

County of Los Angeles Department of Parks and Recreation  
Attention: Larry Hensley, Chief of Planning  
510 South Vermont Avenue, Room 201  
Los Angeles, CA 90020-1975

To Licensee:

Organization's Name  
Attention:  
Street Number and Name  
City, California [zip code]

or such other place in California as may hereinafter be designated in writing respectively by Licensor or Licensee.

6. **INDEMNIFICATION:** Licensee shall indemnify, defend and hold harmless County, its Special Districts, elected and appointed officers, employees, and agents from and against any and all liability, including but not limited to demands, claims, actions, fees, costs and expenses (including attorney and expert witness fees), arising from or connected with Licensee's acts and/or omissions arising from and/or relating to this License. The terms of this paragraph survive the termination of this License.
7. **GENERAL INSURANCE PROVISIONS:** Without limiting Licensee's indemnification of Licensor, and in the performance of this License and until all of its obligations pursuant to this License have been met, Licensee shall provide and maintain at its own expense insurance coverage satisfying the requirements specified in this Section, "General Insurance Provisions" and the "Insurance Coverage Requirements – Types and Limits" Section of this License. These minimum insurance coverage terms, types and limits (the "Required Insurance") also are in addition to and separate from any other contractual obligation imposed upon Licensee pursuant to this License. The Licensor in no way warrants that the Required Insurance is sufficient to protect the Licensee for liabilities which may arise from or relate to this License.

a. **Evidence of Coverage and Notice to Licensor:** Certificate(s) of insurance coverage (Certificate) satisfactory to Licensor, and a copy of an Additional Insured endorsement confirming County and its Agents (defined below) has been given Insured status under the Licensee's General Liability policy, shall be delivered to Licensor at the address shown below and provided prior to commencing services under this License.

i. Renewal Certificates shall be provided to Licensor not less than 10 days prior to Licensee's policy expiration dates. Licensor reserves the right to obtain complete, certified copies of any required Licensee and/or Sub-Contractor insurance policies at any time.

ii. Certificates shall identify all Required Insurance coverage types and limits specified herein, reference this License by name and number, and be signed by an authorized representative of the insurer(s). The Insured party named on the Certificate shall match Licensee's name. Certificates shall provide the full name of each insurer providing coverage, its NAIC (National Association of Insurance Commissioners) identification number, its financial rating, the amounts of any policy deductibles or self-insured retentions exceeding fifty thousand (\$50,000.00) dollars, and list any Licensor required endorsement forms.

iii. Neither the Licensor's failure to obtain, nor the Licensor's receipt of, or failure to object to a non-complying insurance certificate or endorsement, or any other insurance documentation or information provided by the Licensee, its insurance broker(s) and/or insurer(s), shall be construed as a waiver of any of the Required Insurance provisions.

Certificates and copies of any required endorsements shall be sent to:

County of Los Angeles Department of Parks and Recreation  
Attention: Larry Hensley, Chief of Planning  
510 South Vermont Avenue, Room 201  
Los Angeles, California 90020

iv. Licensee also shall promptly report to Licensor any injury or property damage accident or incident, including any injury to a Licensee employee occurring on County property, and any loss, disappearance, destruction, misuse, or theft of County property, monies or securities entrusted to Licensee. Licensee also shall promptly notify Licensor of any third party claim or suit filed against Licensee or any of its Sub-Contractors which arises

from or relates to this License, and could result in the filing of a claim or lawsuit against Licensee and/or Licensors.

- b. **Additional Insured Status and Scope of Coverage.** The County of Los Angeles, its Special Districts, Elected Officials, Officers, Agents, Employees and Volunteers (collectively County and its Agents) shall be provided additional insured status under Licensee's General Liability policy with respect to liability arising out of Licensee's ongoing and completed operations performed on behalf of the Licensors. County and its Agents additional insured status shall apply with respect to liability and defense of suits arising out of the Licensee's acts or omissions, whether such liability is attributable to the Licensee or to the Licensors. The full policy limits and scope of protection also shall apply to the Licensors and its Agents as an additional insured, even if they exceed the Licensors' minimum Required Insurance specifications herein. Use of an automatic additional insured endorsement form is acceptable providing it satisfies the Required Insurance provisions herein.
- c. **Cancellation of Insurance.** Except in the case of cancellation for non-payment of premium, Licensee's insurance policies shall provide, and Certificates shall specify, that Licensors shall receive not less than (30) days advance written notice by mail of any cancellation of the Required Insurance. Ten (10) days prior notice may be given to Licensors in event of cancellation for non-payment of premium.
- d. **Failure to Maintain Coverage.** Licensee's failure to maintain or to provide evidence that it maintains insurance coverage acceptable to Licensors, shall constitute a material breach of this License upon which Licensors may immediately terminate and/or suspend this License. Licensors, at its sole discretion, may obtain damages from Licensee resulting from said breach.
- e. **Insurer Financial Ratings.** Coverage shall be placed with insurers acceptable to the County with A.M. Best ratings of not less than A:VII unless otherwise approved by Licensors.
- f. **Licensee's Insurance Shall Be Primary.** Licensee's insurance policies, with respect to any claims related to this License, shall be primary with respect to all other sources of coverage available to Licensee. Any Licensors maintained insurance or self-insurance coverage shall be in excess of and not contribute to any Licensee coverage.
- g. **Waivers of Subrogation.** To the fullest extent permitted by law, Licensee hereby waives its and its insurer(s)' rights of recovery against Licensors under all the Required Insurance for any loss

arising from or related to this License. Licensee shall require its insurers to execute any waiver of subrogation endorsements which may be necessary to affect such waiver.

- h. **Sub-Contractor Insurance Coverage Requirements.** Licensee shall include all Sub-contractors as insureds under Licensee's own policies or shall provide Licensor with each Sub-Contractor's separate evidence of insurance coverage. Licensee shall be responsible for verifying each Sub-Contractor complies with the Required Insurance provisions herein and shall require that each Sub-Contractor name the Licensor and Licensee as additional insureds on the Sub-Contractor's General Liability policy. Licensee shall obtain Licensor's prior review and approval of any Sub-Contractor request for modification of the Required Insurance.
- i. **Deductibles and Self-Insured Retentions (SIRs)** Identify any deductibles or self-insured retentions (deductible/retentions) exceeding \$25,000. Deductibles/retentions exceeding \$25,000 will require the prior approval of the County Auditor-Controller. The Licensee may request approval to use a deductible/retention of more than \$25,000 by submitting the current audited financial statements for review by the County Auditor-Controller which demonstrate, at the sole discretion of the County Auditor-Controller, that the Licensee has the ability to pay the higher deductible/retention. The Licensor retains the right to require the Licensee to reduce or eliminate deductibles/retentions as they apply to the Licensor or, require Licensee to provide a bond guaranteeing payment of all such retained losses and costs attributable to the Licensee's retention, or, withhold payment to Licensee in the amount of all or any deductibles/retentions as the Licensor deems appropriate. Licensee's policies shall not obligate the Licensor to pay any portion of any Licensee deductible or SIR.
- j. **Claims Made Coverage.** If any part of the Required Insurance is written on claims made basis, any policy retroactive date shall precede the effective date of this License. Licensee understands and agrees it shall maintain such coverage for a period of not less than three (3) years following License expiration, termination or cancellation.
- k. **Application of Excess Liability Coverage.** Licensee may use a combination of primary and excess insurance policies which provide coverage as broad as ("follow form" over) the underlying primary policies to satisfy the Required Insurance provisions.
- l. **Separation of Insureds.** All liability policies shall provide cross-liability coverage as would be afforded by the standard ISO

(Insurance Services Office, Inc.) separation of insureds provision with no insured versus insured exclusions or limitations.

- m. **Alternative Risk Financing Programs.** The Licensor reserves the right to review, and then approve, Licensee use of self-insurance, risk retention groups, risk purchasing groups, pooling arrangements and captive insurance to satisfy the Required Insurance provisions. The County and its Agents shall be designated as an Additional Covered Party under any approved program.
- n. **Licensor Review and Approval of Insurance Requirements.** The Licensor reserves the right to review and adjust the Required Insurance provisions conditioned upon Licensor's determination of changes in risk exposures.

## 8. **INSURANCE COVERAGE REQUIREMENTS – TYPES AND LIMITS**

- a. **Commercial General Liability** insurance (providing scope of coverage equivalent to ISO policy form CG 00 01) naming County and its Agents as an additional insured, with limits of not less than the following:

General Aggregate:	\$ 2 million
Products/Completed Operations Aggregate:	\$ 1 million
Personal and Advertising Injury	\$ 1 million
Each Occurrence:	\$ 1 million

- b. **Automobile Liability** insurance (providing scope of coverage equivalent to ISO policy form CA 00 01) with a limits of not less than \$1 million for bodily injury and property damage, in combined or equivalent split limits, for each single accident. Insurance shall cover liability arising out of Licensee's use of autos pursuant to this License, including owned, leased, hired, and/or non-owned autos, as each may be applicable.

- c. **Workers Compensation and Employers' Liability** insurance or qualified self-insurance satisfying statutory requirements, which includes Employers' Liability coverage with limits of not less than \$1 million per accident. If Licensee will provide leased employees, or, is an employee leasing or temporary staffing firm or a professional employer organization (PEO), coverage also shall include an Alternate Employer Endorsement (providing scope of coverage equivalent to ISO policy form WC 00 03 01 A) naming the County as the Alternate Employer, and the endorsement form shall be modified to provide that Licensor will receive not less than thirty (30) days advance written notice of cancellation of this coverage provision. If applicable to Licensee's operations, coverage also shall be arranged to satisfy the requirements of any federal workers

or workmen's compensation law or any federal occupational disease law.

**9. OPERATIONAL RESPONSIBILITIES: Licensee shall:**

- a. Comply with and abide by all applicable rules, regulations and reasonable directions of Licensors; designate and provide Licensors with the name(s) and phone contact number(s) of Licensee's responsible representative(s) who shall be on the Premises during the hours Licensee is conducting supervised apprentice training activities in accordance with written specifications submitted by Licensors pursuant to this License.
- b. Licensors representative, [Name], [Title], [Agency's Name], (xxx) xxx-xxxx phone, (xxx) xxx-xxxx cell shall provide specifications and detailed scope of work, inspect Licensee's work and reasonably determine whether or not it was completed in accordance with Licensors specifications. In addition, the quality and workmanship must meet minimum industry standards. At the completion of each project, the Department, through the [Agency's Name] shall issue a Notice of Project Acceptance. If the improvements are unacceptable, within fifteen (15) County business days after inspection of the specific project Licensors shall provide Licensee with a list of items that need to be corrected, or issuance of said notice will be delayed until all Project items are corrected.
- c. Licensee is permitted access to the Premises from 7:00 a.m. to 6:00 p.m. weekdays, except when Licensee's permitted use conflicts with scheduled Park events or activities.

Contact [Park Superintendent's Name], [Name of Park] Superintendent, forty-eight (48) hours prior to Licensee's initial access to Premises and immediately in emergencies: phone number (xxx) xxx-xxxx, cell (xxx) xxx-xxxx, fax (xxx) xxx-xxxx, and e-mail address [\_\_\_\_\_]@parks.lacounty.gov. [Name of Licensee's emergency contact], [Title] is Licensee's emergency contact who can be reached at (xxx) xxx-xxxx by phone, and (xxx) xxx-xxxx, by cell phone.

- d. At or before the time proof of insurance is submitted, provide Licensors with the names, license numbers, business addresses, and phone numbers of any and all of Licensee's contractors who will be entering the Premises.
- e. Take the following precautions prior to commencing permitted activities: contact Underground Service Alert (USA) to locate utilities in or near the Premises; review park irrigation/utility plans; walk the Premises and Licensee's access route with Park



personnel to flag irrigation/utility lines, sprinkler heads, valve boxes, etc. Notwithstanding said precautions, Licensee agrees to repair or replace any pipelines, sprinkler heads, valve boxes, etc. damaged during the course of exercising the permission herein given.

- f. Maintain the Premises and surrounding area in a safe and sound condition. Licensee shall ensure staging area is secured by existing chain link fence and locked gates.
- g. Provide all safety and security signs, barricades, pedestrian and traffic cones, lights and other related safety features to prevent vehicular accidents, personal injury, and property damage due to Licensee's activities.
- h. Assume the risks and bear all costs of damage or destruction, and loss due to theft, burglary or vandalism to any and all of Licensee's equipment, materials, tools, and vehicles owned, hired, leased, or used by Licensee for this License, except to the extent that such damage or destruction and loss result from the negligence or willful misconduct of Licensors.
- i. Repair or replace, to the satisfaction of Licensors, any and all of Licensors' property lost, damaged, or destroyed as a result of Licensee's use of the Premises and activities. Should Licensee fail to promptly make repairs or replacements to Licensors' satisfaction, Licensors may have these repairs made at Licensee's sole cost and expense.

- 11. **INDEPENDENT STATUS:** This License is by and between Licensors and Licensee. It is not intended and shall not be construed to create the relationship of agent, servant, employee, partnership, joint venture or association as between Licensors and Licensee. Licensee understands and agrees to bear the sole responsibility and liability for furnishing Workers' Compensation benefits to any person for injuries arising from or connected with services performed on behalf of Licensee pursuant to this License.
- 12. **EMPLOYEES:** All references to the "Licensee" herein are deemed to include the employees, agents, contractors, apprentices and anyone else required under written contract with Licensee to access the Premises.
- 13. **LIMITATIONS:** It is expressly understood that in licensing the right to use said Premises, no estate or interest in real property is being conveyed to Licensee, and that the right to use is only a nonexclusive, revocable and unassignable permission to use the Premises in accordance with the terms and conditions of this License.
- 14. **AMENDMENTS:** The terms of this License may be amended by the Director upon mutual agreement of Licensors and Licensee with either party

giving the other prior written notice explaining why the amendment is being requested.

15. **ASSIGNMENT:** This License is personal to Licensee, and any attempt to assign or transfer same in whole or part without Licensor's prior written consent shall immediately terminate all of Licensee's rights hereunder.
16. **AUTHORITY TO STOP:** In the event that an authorized representative of Licensor finds that Licensee's activities on the Premises unnecessarily endanger the health or safety of persons on or near said Premises, the representative may require that this License immediately be suspended until said endangering activities cease, or until such action is taken to eliminate or prevent the endangerment.
17. **DEFAULT:** This License may be immediately revoked by Licensor in the event of any failure or refusal on the part of Licensee to keep or perform any of the terms or conditions herein. Notice of revocation shall be given as provided by Section 5 of this License. Failure by Licensor to revoke this License for noncompliance of the terms or conditions by Licensee shall not constitute a waiver of the terms or conditions.
18. **TERMINATION:** This License may be terminated at anytime without cause for any reason or no reason at all at the option of Licensor by giving 5 days' notice of termination.
19. **RESTORATION OF PREMISES:** Upon any termination of this License, Licensee shall surrender the Premises in a neat and clean condition. Licensee shall complete restoration of the licensed area to its original condition or better prior to termination of this License. Restoration of the Premises shall include, but not be limited to, removal of all of Licensee's equipment, vehicles, trailers, containers, signs, litter, and debris. Licensee shall remove all improvements unless otherwise instructed in writing by Licensor. Licensor shall conduct an inspection of the Premises to determine if restoration has been completed by Licensee. If Licensor determines that restoration has not been completed upon expiration or termination of this License, Licensor may restore said Premises entirely at the reasonable expense of Licensee.
20. **ALTERATIONS AND IMPROVEMENTS:** Licensee has examined the Premises and knows the condition thereof. Licensee accepts the Premises in the present state and condition and waives any and all demand upon the County for alteration, repair, or improvement thereof. All betterments to the Premises shall become the property of County upon the termination of this License.

21. **COUNTY LOBBYIST ORDINANCE:** Licensee is aware of the requirements of Chapter 2.160 of the Los Angeles County Code with respect to County Lobbyists as such are defined in Section 2.160.010 of said code, and certifies full compliance therewith. Failure to fully comply shall constitute a material breach upon which Licenser may terminate or suspend this License.
22. **TRANSFER OF TITLE/PARK CLOSURE:** In the event Licenser transfers title of the Park and the licensed Premises to a newly-formed or existing governmental agency, this License shall be terminated on the date of said transfer to such agency, unless that agency agrees to assume this License. Licenser agrees to use its best efforts to obtain said assignment in the event Licenser transfers title of the Park to a newly-formed or existing governmental agency. In the event Licenser closes the Park this License shall terminate upon the effective date of such closure. Licenser shall provide written notice to Licensee immediately upon any consideration by the Licenser of the possibility of transferring or closing the Park. Licenser shall provide Licensee with as much prior written notice of any such transfer or closure of the Park as reasonably possible before the effective date of any such transfer or closure.

(Signature Page Follows)

**LICENSEE:**

[ORGANIZATION NAME]

By: \_\_\_\_\_  
Name, Title

Who hereby personally covenants, guarantees and warrants that he/she has the power and authority to obligate the Licensee to the terms and conditions in this License.

Pursuant to Section 2.26.140B (3) of the Los Angeles County Code, this License has been executed on behalf of the County of Los Angeles by the Director of Parks and Recreation on the \_\_\_\_\_ day of \_\_\_\_\_, 2010. Upon approval, a fully executed License bearing original signatures will be mailed to Licensee.

**LICENSOR:**

COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

By: \_\_\_\_\_  
Russ Guiney, Director  
Department of Parks and Recreation

**APPROVED AS TO FORM:**

ANDREA SHERIDAN ORDIN  
County Counsel

By: \_\_\_\_\_  
Christina Angeles Salseda, Deputy



**Lic. # 936241**

	2/8/2013
Pages	1 of 1

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*Thank you for your business!*

The above work to be performed in accordance to the drawing and specifications submitted for above work and completed in a workman like manner for the sum of \$8,970.00 (Dollars) Change in the above specifications may be made only upon written agreement, and extra charges will be made. All agreements are contingent upon strikes, accidents, or delays beyond our control. You are to carry fire, tornado, and other necessary Insurance upon above work. Our workers are fully covered by Worker's Compensation and Public liability insurance. This proposal may be withdrawn by us at any time before acceptance.



Nima Tehrany &lt;nimatehrany@gmail.com&gt;

## Identification of Property Boundary and Fence Lines; Request for Stamped Survey

Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;

Tue, Feb 12, 2013 at 11:32 AM

To: Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: James Barber &lt;jbarber@parks.lacounty.gov&gt;, Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;, Natasha Robinson &lt;NRobinson@parks.lacounty.gov&gt;

Nima,

Attached is the "Plat of Proposed Acquisition" by Buck showing the survey of proposed fence line in 2006; and the County Assessor's map showing your property (2323 Lorenzo Drive) in green and Lot 45 in pink.

- 1) Identify your current property boundary, and please confirm if lot 45 highlighted in pink is part of your property on the County Assessor's Map.
- 2) Identify existing fence line on County Assessor's Map.
- 3) Identify proposed fence line on County Assessor's Map.

The Department is requesting a current stamped survey showing property boundaries and new fence line. Based on the 2006 survey (Plat Map) and 2013 Assessor Map (attached) it appears that the property lines have changed over the years.

Diane Thorne | County of Los Angeles Department of Parks and  
Recreation | Land Acquisition and Development

510 So. Vermont Avenue | Los Angeles, CA 90020

Tel: 213.351.5128 | Fax: 213.639.3959 | Email:

dthorne@parks.lacounty.gov | The office is closed on Fridays p Õ





Nima Tehrany &lt;nimatehrany@gmail.com&gt;

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## Identification of Property Boundary and Fence Lines; Request for Stamped Survey

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Guillermo Najar &lt;gnajar@parks.lacounty.gov&gt;

Tue, Feb 12, 2013 at 11:33 AM

To: Diane Thorne &lt;dthorne@parks.lacounty.gov&gt;, Nima Tehrany &lt;nimatehrany@gmail.com&gt;

Cc: James Barber &lt;jbarber@parks.lacounty.gov&gt;, Natasha Robinson &lt;NRobinson@parks.lacounty.gov&gt;

It will be helpful if you can also include an aerial with proposed locations of the fence line, thanks

*Guillermo F. Najar*

Regional Facilities Agency

265 Cloverleaf Drive Baldwin Park, CA 91706

626-934-3845 Office

626-934-3852 Fax

213-453-1585 cell

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**From:** Diane Thorne

**Sent:** Tuesday, February 12, 2013 11:33 AM

**To:** 'Nima Tehrany'

**Cc:** James Barber; Guillermo Najar; Natasha Robinson

**Subject:** Identification of Property Boundary and Fence Lines; Request for Stamped Survey

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COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

*"Parks Make Life Better!"*

Russ Guiney, Director

John Wicker, Chief Deputy Director

March 26, 2013

Mr. Nima M. Tehrany  
2323 Lorenzo Drive  
Los Angeles, California 90068..

Dear Mr. Tehrany:

**JOHN ANSON FORD AMPHITHEATRE  
REQUEST TO REPLACE COUNTY FENCE**

In February 2013 you contacted Jim Park with the Planning Division of Los Angeles County Department of Parks and Recreation while you were in escrow for the purchase of the property located at 2323 Lorenzo Drive, Los Angeles, California 90068. You requested permission to replace approximately 160 feet of the County's chain link fence located within approximately 12 feet of the John Anson Ford Amphitheatre property line.

The Department does not issue licenses to the public for the purpose of replacing fencing on County property. However, our Department's Regional Facilities Agency was notified of the fencing issue at John Anson Ford Amphitheatre and the fence was repaired on March 20, 2013.

Thank you for your request.

Sincerely,

Kathline King  
Chief of Planning  
Planning Division

KK:DT:ner